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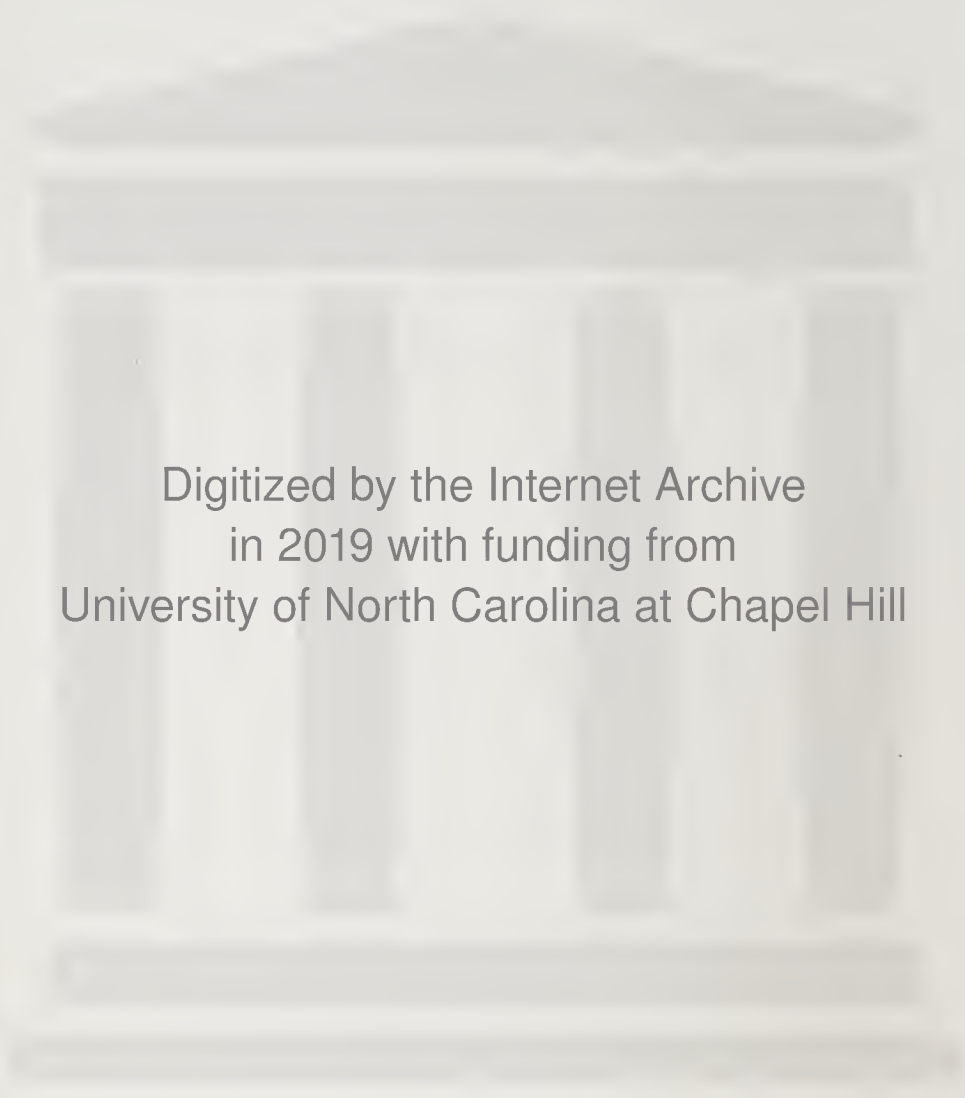
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The traveller is particularly recommended to consult the map minutely before planning an Excursion, and to remember that distances are given in this book in *English* miles, unless otherwise specially stated. Should any difficulties arise in remote places in regard to distances, the Tables at the commencement will be found of service. As Swedish miles are still in use in some parts of the country, it has been considered better to always print English miles as E. m.

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TABLE I.

SWEDISH AND ENGLISH MONEY.

Swedish Kronor and Öre to English £ s. d.

	s.	d.		£	s.	d.
1 öre equal to		$\frac{2}{15}$	4 kr. equal to		4	$5\frac{1}{3}$
2 „ „		$\frac{4}{15}$	5 „ „		5	$6\frac{2}{3}$
3 „ „		$\frac{6}{15}$	6 „ „		6	8
4 „ „		$\frac{8}{15}$	7 „ „		7	$9\frac{1}{3}$
5 „ „		$\frac{10}{15}$	8 „ „		8	$10\frac{2}{3}$
6 „ „		$\frac{12}{15}$	9 „ „		10	0
7 „ „		$\frac{14}{15}$	10 „ „		11	$11\frac{1}{3}$
8 „ „		$1\frac{1}{15}$	20 „ „	1	2	$2\frac{2}{3}$
9 „ „		$1\frac{2}{15}$	30 „ „	1	13	4
10 „ „		$1\frac{3}{15}$	40 „ „	2	4	$5\frac{1}{2}$
20 „ „		$2\frac{2}{3}$	50 „ „	2	15	$6\frac{2}{3}$
30 „ „		4	60 „ „	3	6	8
40 „ „		$5\frac{1}{3}$	70 „ „	3	17	$9\frac{1}{2}$
50 „ „		$6\frac{2}{3}$	80 „ „	4	8	$10\frac{2}{3}$
60 „ „		8	90 „ „	5	0	0
70 „ „		$9\frac{1}{3}$	100 „ „	5	11	$11\frac{1}{3}$
80 „ „		$10\frac{2}{3}$	200 „ „	11	2	$2\frac{2}{3}$
90 „ „	1	0	300 „ „	16	13	4
1 kr. „	1	$1\frac{1}{3}$	400 „ „	22	4	$5\frac{1}{3}$
2 „ „	2	$2\frac{2}{3}$	500 „ „	27	15	$6\frac{2}{3}$
3 „ „	3	4	1000 „ „	55	11	$11\frac{1}{3}$

The above are calculated at the ordinary rate of Exchange, viz., kr. 18 per £1.

TABLE II.

Kilomètres reduced to English Miles.

1 kilom. equal to	0·62 miles.	15 kilom. equal to	9·32 miles.
2 „ „	1·24 „	16 „ „	9·94 „
3 „ „	1·86 „	17 „ „	10·56 „
4 „ „	2·49 „	18 „ „	11·18 „
5 „ „	3·11 „	19 „ „	11·80 „
6 „ „	3·73 „	20 „ „	12·43 „
7 „ „	4·35 „	30 „ „	18·64 „
8 „ „	4·97 „	40 „ „	24·86 „
9 „ „	5·59 „	50 „ „	31·07 „
10 „ „	6·21 „	60 „ „	37·28 „
11 „ „	6·84 „	70 „ „	43·50 „
12 „ „	7·46 „	80 „ „	49·71 „
13 „ „	8·08 „	90 „ „	55·92 „
14 „ „	8·70 „	100 „ „	62 14 „

TABLE III.

Swedish Miles reduced to Kilomètres and to English Miles.

English Miles.	Kilomètres.	Swedish Miles.
1	1·609	0·15
2	3·218	0·30
3	4·827	0·45
4	6·436	0·60
5	8·045	0·75
6	9·654	0·90
6·64	10·683	1·00
7	11·263	1·05
8	12·872	1·20
9	14·481	1·35
10	16·090	1·50
20	32·180	3·00
30	48·270	4·50

TABLE IV.

Fractions and Decimals of a Swedish Mile in English Miles.

SWEDISH MILES.		ENGLISH MILES.	
Fractions.	Decimals.	Decimals.	Approximate Fractions.
$\frac{1}{16}$	or 0·0625	= 0·415	or $\frac{2}{5}$
$\frac{1}{8}$	„ 0·125	= 0·83	„ $\frac{4}{5}$
$\frac{1}{4}$	„ 0·250	= 1·66	„ $1\frac{2}{3}$
$\frac{3}{8}$	„ 0·375	= 2·49	„ $2\frac{1}{2}$
$\frac{1}{2}$	„ 0·500	= 3·32	„ $3\frac{1}{5}$
$\frac{5}{8}$	„ 0·625	= 4·15	„ $4\frac{1}{6}$
$\frac{3}{4}$	„ 0·750	= 4·98	„ 5
$\frac{7}{8}$	„ 0·875	= 5·81	„ $5\frac{4}{5}$
1	„ 1·000	= 6·64	„ $6\frac{2}{3}$

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Stavanger and Egersund	W. S. Hansen.
Tromsøe and Bodø	T. B. Holst.
Tvedestrand	Fritz Smith.

PAID OFFICERS.

SWEDEN AND NORWAY.

Stockholm . Consul	R. Drummond Hay.	Oct. 1, 1879.
Gothenburg . Ditto	J. Duff	June 4, 1881.
Christiania . Consul-General	Thomas Michell, C.B.	Nov. 4, 1880.
Ditto . . Vice-Consul	S. Crowe	Feb. 19, 1874.

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§ 1. ROUTES TO SWEDEN.

A. *London to Stockholm viâ Hamburg, Copenhagen, and Elsinore and Helsingborg.*

The most interesting and enjoyable of all the land-routes to Sweden is certainly *viâ* Hamburg, Kiel, Korsör, Copenhagen, Elsinore, and the Sound to Helsingborg; for although the expense may be somewhat greater, and a little more time required than by other routes, yet the traveller will find himself more than recompensed by the varied scenes of the pleasant and not over-frequented country through which he will pass.

The trains leave London about 8 o'clock every evening for the Continent in connection with the steamers from Queensborough to Flushing. From the latter port the traveller proceeds in about 10 hrs. *viâ* Munster, Osnabruck, and Bremen, to Harburg, and across the new bridges over the Elbe to the Pariser Bahnhof, in Hamburg, which he reaches about 9.30 p.m. Or the route *viâ* Dover, Calais, and Cologne, Oberhausen, and Bremen may be taken.

There are two trains daily from Hamburg to Kiel in about 3½ hours, one in the morning, and the other in the afternoon; the latter carries the Danish mails, for which the steamer to Korsör has to wait.

It would be as well to take advantage of the morning train, which allows the traveller a better view of the Duchy of Holstein, and gives him some hours to visit the new fortifications at Kiel, as well as the Prussian iron-clads which lie in its magnificent harbour. As much luggage as possible should be booked through to Copenhagen direct, it will then only be examined in that city. All unregistered luggage has to undergo a most minute and vexatious investigation by the Prussian officials at Altona, the Zollverein frontier.

No time should be lost on arriving at Kiel in securing a cabin on board the steamer, as there are generally only two to be had, for which an extra charge of 7s. is made, otherwise the passenger will be obliged to content himself with a part of the saloon sofa.

The average passage to Korsör is 8 hours; but there is very little open sea across the two Belts, and the deep bay of Kiel and the long island of Langeland insure smooth water for half the time at least.

On landing at Korsör there is a slight examination of the unregistered luggage at the Custom-house on the quay. The rly. station is close by, where there are capital refreshment and waiting-rooms.

COPENHAGEN is reached by rail in 3 hrs. See *Handbook for Denmark*.

There is only one fast train in the day between Copenhagen and Stockholm. The best plan is to leave Copenhagen about 2 o'clock P.M. for Malmö. The fast train for Stockholm leaves Malmö 5 minutes before 5 in the evening, runs all the night, and reaches Stockholm at 8 o'clock A.M. the next day. Time for supper and breakfast is allowed at certain stations. Leaving Copenhagen at 8 A.M. by the northern rly., the traveller will find himself in Elsinore in 2 hours; the ticket had better be taken to Helsingborg on the Swedish side, which will include the payment for the omnibus from Elsinore station to the quay, as well as that of the steamer, which runs across the sound in 20 minutes.

At Helsingborg the Custom-house examination is very slight, and the rly. station, opposite which there is a capital buffet, is 10 minutes' walk from the pier. Here tickets are taken to Stockholm, and all baggage should be registered through.

The train from Malmö will be met with at the *Eslöf Junction Stat.* (Rte. 8). (Jernvägs-Hotellet; Nilson's.) Thence we proceed to Stockholm by way of Hesselholm, Alfvesta, Nässjö, Linköping, Norrköping, and Katrineholm, as in Rte. 8.

The advantages gained by taking the Helsingborg rte. from Copenhagen in preference to the more direct one by Malmö, are the shorter sea-passage (15 minutes instead of nearly 2 hours), and the views obtained of the Sound, and Hamlet's Castle, at Elsinore.

A direct steamer from Copenhagen to Landskrona enables the traveller to pass that town, catching the fast train for Stockholm at Eslöf. This route resembles the route *viâ* Helsingborg.

B. *Hamburg to Copenhagen by Lubeck.*

Or the route may be varied by travelling from Hamburg to Copenhagen by **Lubeck**.

London to Hamburg as in Rte. A.

Trains from Hamburg (Klosterthor Station), in about 2 hrs. (38 Eng. m.)

to Lubeck, whence during the summer months a steamer starts daily for Copenhagen at about 4 P.M. (see *Handbook for Denmark*, Route 1). The sea passage is about 12 hours.

C. *Hamburg to Copenhagen viâ Flensburg, Kolding, Fredericia, Odense, Nyborg, Korsör, and Roeskilde.*

If the traveller desires to see something of Denmark *en route*, and if he has plenty of time at his disposal, he may prefer to travel from Hamburg to Copenhagen by way of Schleswig, Holstein, Fyen, and Seeland, crossing the two Belts. This route is somewhat tedious and expensive (v. *Handbook for Denmark*, Route 6).

D. *London to Hamburg by Sea, and thence to Copenhagen by Routes A. B. or C.*

Distance 420 miles. Steamers good, but often crowded. Fare, £2 2s. Time in fair weather, 40 to 50 hours.

The *General Steam Navigation Company's* Steamers start three times a week from St. Katharine's Wharf, near the Custom House in London. Steamers also sail from Hull and Newcastle-on-Tyne for Hamburg direct, but they are not much to be recommended.

E. *London or Hull to Gothenburg.*

This is not only the quickest, but also the cheapest sea-rte. to Sweden. Two lines of steamers run from the Millwall Docks, London (Phillips, Greaves, and Co., Cross Lane, Great Tower Street), direct to Gothenburg every Friday. The accommodation on both is very good, and the food excellent. Fares,—1st class, 3 guineas; 2nd class, 2 guin.; return tickets, £4 14s. 6d. Provisions for the voyage for the saloon passenger, £1.

The quickest steamers are large twin screws, whose average passage from Millwall to Gothenburg is 60 hours.

After leaving the Thames, they coast along as far as Orfordness, in Suffolk, from which point they strike across the German Ocean and North Sea till they make Cape Hertberg, in Denmark: then steaming up the Skager-rack, they round the Scaw light, and enter the Cattegat with a straight course for

Gothenburg. (See Rte. 3.)

There is only a weekly line of steamers from Hull to Gothenburg, with good accommodation; the average passage being 48 hrs. Fares the same as from London.

Stockholm can be reached in 12 hrs. by rail from Gothenburg, and the Falls of Trollhättan in 5 hrs. steaming up the Gotha river. In 3 hrs. by Rail.

F. *Copenhagen to Stockholm viâ Malmö.*

Seven or eight steamers leave Copenhagen every day for Malmö and *vice versâ*; duration of passage, $1\frac{1}{2}$ to $1\frac{3}{4}$ hour; fare, 1 krona 50 ö. first, and 1 krona second class. Some of these steamers extend their voyages from Malmö to Gothenburg, calling at Landskrona, Helsingborg, Torekow, Halmstad, and Warberg. Other steamers run from Copenhagen direct to Ystad, to Landskrona, to Helsingborg (different routes) on the Swedish coast and back again.

From Malmö (Rte. 8) the train proceeds to Stockholm *viâ* Eslöf and Nässjö, as in Route 7 above.

G. *Kiel to Gothenburg direct.*

London to Hamburg by Rte. A. or D.

Hamburg to Kiel by Rte. A.

A steamer leaves Kiel every Monday and Thursday evening, after the arrival of the last Hamburg-Altona train, and makes her passage, through the Great Belt, direct to Gothenburg in about 22 hrs., returning from Gothenburg every Wednesday and Saturday on arrival of the fast train from Stockholm.

H. *Stralsund, Stettin, or Lubeck, to Malmö or Stockholm.*

If the traveller is already in Germany or Central Europe, he will probably find it more convenient to go by way of Berlin to Stralsund, Stettin, or Lubeck, and thence to sail direct to Malmö or Stockholm.

At Stralsund he will find a fast and commodious *Mail-Steamer* starting at an early hour every morning, during summer, directly after the arrival of the train from Berlin. In fair weather the passage to Malmö—about 100 nautical miles—is accomplished in 7 or 8 hrs., and on the steamer's arrival at the last-mentioned place, a fast train is in readiness to set off for Gothenburg and Stockholm. Children under one year pay nothing; from one to 12 years half-fare. Every full ticket entitles the holder to free conveyance of 100 lbs. weight of luggage; excess of weight is charged. Meals and refreshments are paid for as required, according to tariff. Passengers arriving by train have their luggage carried on board the steamers free of charge. The Royal mail-steamers serve on this route.

Returning from Malmö by these steamers, after arrival of the train from Stockholm in the morning, the traveller, on his arrival at Stralsund, finds a train by which he can reach Berlin the same day, and thence continue his journey in the evening by express train to Cologne, in 30 hrs., London,

Paris, Basle, Frankfort, Leipzig, Hamburg, Vienna, Petersburg, &c. These express trains are due, from departure of the steamer from Malmö :

At Cologne in 30 hrs.

„ Paris „ 42 „

„ London „ 54 „

(including Channel passage).

Malmö is described in Rte. 8.

Since the completion of the great railway lines in Sweden, the sea-routes from Stettin and Lubeck to Stockholm are not so frequently made use of as formerly. A steamer leaves Stettin for Stockholm and *vice versâ* once a fortnight, from Midsummer till the end of October.

Steamers run twice a week between Lubeck and Stockholm, calling at Kalmar and *sometimes* at Ystad and Norrköping. Children under 12 yrs. half-price ; under 2 yrs. free. Passage 44 to 50 hrs.

I. *St. Petersburg to Stockholm.*

Or, finally, should the traveller wish to proceed from Russia to Sweden ; he will find powerful steamers which leave St. Petersburg two or three times a week for Wiborg, Frederikshamn, Helsingfors, Åbo, and Stockholm, where they arrive on the fourth day. The return voyages take place on the same days in reversed succession. Fares : the whole distance, 60 kronor or 21 roubles, 1st cabin ; 55 kronor or 20 rb., 2nd cabin. *N.B.*—The kronor denote the fares from Stockholm, the roubles the fares from St. Petersburg. Dinners under deck must be paid for at 2 kronor a day each passenger, whether partaken of or not ; luggage allowed free, 100 lbs. for a cabin, 50 lbs. for a deck-passenger.

It is necessary that passengers should have their names and places of destination legibly written on the packages belonging to them ; and also, if proceeding from Sweden to the Russian dominions, have their passports duly endorsed by the Russian Consul-General at Stockholm.

The time taken by the steamers from Stockholm is approximately

To Åbo, 17 hrs.	} about.
Helsingfors, 13 hrs.	
Wiborg, 13 hrs.	
St. Petersburg, 9 hrs., arriving on 4th day.	

From Wiborg there is steamboat communication with Lauritsala, Nyslott and Kuopio.

From Helsingfors daily trains leave for Tavastehus and steamers for Borga, Lovisa and Riga.

Åbo has steamboat communication with Nådendal, Saloköping, Nystad, Raumo, Björneborg, Kristinestad, Wasa, Jacobstad, New and Old Carleby,

Brahestad, and Uleaborg in the Gulf of Bothnia. (See *Handbook for Russia*.)

Note. As winter in its rigour sets in, steam navigation to Sweden is checked, and even before that season the shortening days necessitate alterations in the routes of most of the steamers. Besides this, the vessels may be changed, other hours appointed, &c., from one year to another. Travellers to Sweden are recommended, therefore, either to furnish themselves with the last time-tables, or to apply for information to the agents of the different steamers.

STOCKHOLM. Far out into the sea stretches a maze of islands, first rocky and bare, but gradually becoming higher and more picturesque as the steamer approaches the capital. The inner channel, near Stockholm, is protected by the fortress of *Waxholm*, which is built upon a small island of rock. Great additions have been made, to strengthen the works, which have rendered them very formidable. Placed in mid-channel, no ship can approach Stockholm without coming within some 300 yds. of the range of its batteries.

The town of Waxholm contains about 1600 inhab., and is much frequented as a bathing-place in summer by visitors from Stockholm. The one hotel has a very fair repute; from the windows of its dining-room, but still more from the ramparts and towers of the fort, there are extensive views over the surrounding archipelago and the many steamers and sailing-vessels threading its waters. After passing by Waxholm, the scenery becomes much more picturesque; the islands are of bolder outline, and abound with oak and other forest-trees, and villas become numerous: the whole enlivened by ships and boats, all betokening the neighbourhood of a large city.

Stockholm at length opens to the view, and in appearance and situation is alike unique and highly picturesque. The steamer gradually threads her way through the various craft moving about in all directions, and is laid alongside the quay. Baggage is examined on board; if facilities be afforded, the examination is only nominal. No gratuities to the officers are expected, or should be given. Porters are in attendance, and may be safely trusted with luggage; their charges, regulated by tariff, are very moderate, and they are bound to give a receipt when paid. Carriages are not often in attendance, as the principal inns are not far distant from the landing-place, but they can be fetched from the nearest stands in 10 minutes.

STOCKHOLM in Rte. 1.

§ 2. MONEY, MEASURES, WEIGHTS, PASSPORTS.

MONEY.—The currency is very simple, consisting of kronor and öres: 100 öres = 1 krona, 18 kronor = £1 sterling. The exchange is, however, more exactly, 18 kronor 16 öres = £1 sterling.

								English.		
								£	s.	d.
GOLD	..	..	20 kronor	=	..	..	..	1	2	1
			10 „	=	..	..	..	0	11	1
SILVER	..	..	4 „	=	..	..	..	0	4	5
			2 „	=	..	..	..	0	2	$2\frac{2}{3}$
			1 kronor	=	(100 öres)	=	..	0	1	$1\frac{1}{3}$
			50 öres	=	$\frac{1}{2}$ kron.	=	..	0	0	$6\frac{2}{3}$
			25 „	=	$\frac{1}{4}$ „	=	..	0	0	$3\frac{1}{3}$
COPPER	..	..	10 „	=	$\frac{1}{10}$ „	=	..	0	0	$1\frac{1}{3}$
			5 öres, 2 öres, and 1 öre.							

The kronor are in paper currency, those in common use being for 5, 10, 50, and 100 kronor; the öres are in silver and copper—silver pieces of 10, 25, and 50 öres, and copper of 1, 2, and 5 öres.

According to the Scandinavian Currency Convention of 1872, the krona is the unit of the monetary system, subdivided into 100 parts called *öre*, in which, as a rule, all accounts are kept. This krona corresponds in value to the old *Riksdollar Riksgeld*, which was composed of 48 *skillings*; among the lower orders this kind of counting is frequently employed and easily computed, 2 öres being taken for 1 skilling, 25 öres for 12 skillings, and so on.

In ready-money transactions *Paper Currency* is almost exclusively employed, except for small change. The Bank of Sweden issues notes of 5, 10, 50, 100, 500, and 1000 kronor, all on *coloured* paper and different in size; the two lowest denominations being small, the two following larger and square, the two highest larger still and oblong. These notes, being at any time convertible into corresponding amounts of specie at the bank, have a fixed value, and are generally taken in preference to silver, as more handy and equally secure. There are numerous provincial banks in Sweden having the privilege of issuing notes of 10, 50, and 100 kronor, all of which are likewise printed on coloured paper, and circulate as freely as the notes of the State bank.

When travelling in the country it is convenient to be provided with a good supply of copper, as well as plenty of small silver and paper money, as change is difficult to obtain out of the towns. Any amount of small change can be procured, without charge, at the bank at Stockholm; and with this advantage—the notes will be clean and new. The peasants and country people dislike old and worn paper.

The English traveller will perhaps find it most convenient to provide himself with circular notes of credit, say for 10*l.* each, furnished by some one of the leading banks in London, and accompanied by a letter of indication, which at the same time can serve him as an introduction to the respectable Firms by which his notes are cashed, without any deduction and at the current exchange of the day; this being in Sweden about 18 kronor for the pound sterling. Many old travellers prefer to travel everywhere with a good supply of Bank of England £5 notes, which can always be kept in a waterproof oiled-silk pocket-book.

MEASURES.—One Swedish ft.=0.974 English, or 11.7 English in., is divided into 10 in. of 10 lines each; 10 ft. make a pole, 10 poles a chain (*ref*), and 360 chains, or 36,000 ft., 1 Swedish mile=6 miles, 5 furlongs, 40 yds. English; or 6.64 Eng. mile. A measure of 2 ft. constitutes an *ell*. In the square, 1 Swedish mile comprises 44 English; while 32 Swedish *tunnland*, of 67,000 sq. ft. each, are equal to 39 English acres. The measure of contents has the cubic ft. as unit, divided into 10 cans of 100 cubic in. each.

WEIGHTS.—The many different weights formerly in use in Sweden, are at present (with the exception of apothecaries' and jewellers' weights) reduced to a uniform system, having the ancient *victual* pound, equal to 0.93 lb. avoirdupois, for unit. The pound is subdivided into 100 *ort* of 100 *korn*, or grain; each. 100 lbs. make a centner, and 100 centner a new last. The old divisions of the pound into 32 *lod* of 4 *qvintins*, as well as the denomination of a *lispound* for a weight of 20 lbs, are still partially in use. An English ton of 20 cwt. would correspond to 24 Swedish centner. The metric system of weights and measures was adopted in 1879, is already much used, and will become obligatory throughout the country in 1889.

Passports have been entirely abolished in Sweden, but for purposes of identification it is always useful to carry a Foreign Office passport.

The examination of luggage inflicts the usual amount of annoyance, but it is done expeditiously, and only in the case of articles subject to duty being discovered is it attended with trouble and expense to the owner, especially if things are hidden away, so as to indicate an intention of smuggling.

§ 3. INNS AND HOTEL ACCOMMODATION.

The Routes to Sweden have been described in § 1.

The travelling is either by rail, steamer, or carriage. The 1st class rail. carriages are comfortable, but the long halts at each station are very trying, and there are but few trains in the day.

The steamers are invariably well-appointed, with comfortable cabins and

good food ; they run in every direction, and either the captain or the mate are sure to speak English.

To the English traveller the Swedes are particularly kind and obliging, warm-hearted, and ready to help in every period of difficulty, often refusing any payment for services rendered, and seldom trying to overreach or defraud.

The cleanliness of all classes is proverbial, no insect-powder will ever be needed ; and even in the most out-of-the-way stations, the rooms, bedding, and furniture are beautifully clean. In the far north, however, and among the Lapps and Finns, exceptions must be taken to this rule.

The cuisine is more suitable to the English taste than the German. The *Smörgås-Bord*, or preparatory nip of spirits with dried fish, scraped meat, or cheese, is often the most substantial, and most eatable part of the whole dinner, especially on the steamers, and in Lapland, and other remote places. Du Chaillu says, "I was led to a little table called *Smörgåsbord*, around which we all clustered, and upon which I saw a display of smoked reindeer-meat, cut into small thin slices ; smoked salmon, with poached eggs ; fresh raw sliced salmon, called *gräflax*, upon which salt had been put about an hour before ; hard-boiled eggs ; fried sausage ; a sort of anchovy, caught on the western coast ; raw salted Norwegian herring, exceedingly fat, cut into small pieces ; *sillsallat*, made of pickled herring, small pieces of boiled meat, potatoès, eggs, red beets, and raw onions, and seasoned with pepper, vinegar, and olive-oil ; smoked goose-breast ; cucumbers ; soft white and brown bread, cut into small slices ; *knäckebröd*, a sort of flat, hard bread, made of coarse rye-flour, and seasoned with aniseed ; *siktadt* bread, very thin, and made of the finest bolted flour ; butter ; *gammal ost*, the strongest old cheese one can taste, and *kummin ost*, a cheese seasoned with carraway ; three crystal decanters containing different kinds of *bränvin* (spirits) ; *renadt*, made from rye or potatoes ; *pomerans*, made from renadt, with the addition of oil of bitter orange, and somewhat sweet, and *ginkelbränvin*, or unpurified spirit."

The claret is good, and the Bavarian beer brewed in the country much to be commended ; the Gothenburg porter deserves to be mentioned with high praise. English and Scottish porter and ale are to be had in many places, but at higher prices than the Swedish.

As regards cost, both of travelling and living, Sweden compares advantageously with other countries, and the bill even at the best hotels in Stockholm will be less than in many corresponding hotels in Europe.

It must be borne in mind, however, that the distances to be traversed are great, and in this way expenses often accumulate considerably. At least 1*l.* a day should be allowed for inclusive expenses.

Railways and steamboats carry travellers in every direction. Should the

tour be extended to the less frequented routes, it would be better not to purchase a carriage, but to take advantage of the best vehicle the posting station affords, generally an old-fashioned gig on springs, made to carry two people with a little luggage, and well-fitted for the heavy sandy roads so often met with. A few pounds of good English tea, and some tins of preserved meats, will be found useful, as there is often only fish, coffee, and eggs to be had at the remote posting stations.

The hotels and inns are generally good. Dinner, however, can only be obtained in the restaurant attached to the hotel, which it is usual to pay for, together with a trifle for the waiter, at the time. Swedish gentlemen give *something* every time they order a glass of beer, if only 5 öres. Wages are often merely nominal, and waiters expect a small "pour boire" for every small service.

The bill for bed, breakfast, tea, attendance, &c., &c., will be presented every morning for verification, but payment is not expected until the time of departure.

4. MODES OF TRAVELLING. RAILWAYS. STEAMERS. TIME-TABLES. POSTING.

Railways at present extend over distances measuring together 3640 English miles, of which 1212 miles belong to the State, and the rest to private companies. The State Railways include nearly all the main lines, such as the *Western*, between Stockholm and Gothenburg; the *Southern*, from Falköping to Malmö; the *Northern*, from Stockholm to Upsala, Östersund, and the frontier of Norway; and the *Eastern*, from Stockholm to Norrköping, Linköping, and Nässjö; the *North Western*, from Laxå to the frontier of Norway. Six or seven different gauges are in use.

Trains do not run very frequently; fast passenger-trains travel at the rate of 25 English miles an hour, including stoppages. On the long lines, stations are assigned for breakfast and dinner, where hot and cold meats in abundance await the arrivals of the trains, and each passenger helps himself, *ad libitum*, for the small charge of 1 krona or $1\frac{1}{2}$ krona for breakfast, and $1\frac{3}{4}$ or 2 kronor for dinner or supper, exclusive of drinks. Spirits cannot be obtained at the stations. At each station where the train stops, the guard calls out the name of the place and how many minutes to stop.

The carriages are commodious, and very much like those on the railways in England; in each of them are posted printed instructions for passengers. Smoking carriages and compartments for ladies will be found in all trains. Ticket-offices open at an hour, and close at five minutes, before the departure of each train. Tickets are marked at the baggage-room and packages labelled with numbers and address, of which the owner receives a duplicate. First

and second-class passengers are allowed 70 lbs., third-class passengers 50 lbs. of luggage. Anything beyond that pays for extra weight. Children under 3 years, when occupying the same place as an accompanying grown-up person, are admitted free; children between 3 and 12 years are charged half fare, and allowed half the corresponding weight of luggage; for dogs (which must be muzzled) the charge is one-half of third-class fare. Tickets must be shown to the railway officials whenever asked for. Complaints may be made to any station-master, or noted down in a book kept for that purpose at the station, but the officials will almost invariably be found civil and obliging.

The rate of travelling on Swedish railways is considerably reduced in winter, to secure safety. Thus, the summer Time-tables are not valid for winter.

Railway time is regulated, all over the country, by a general mean time.

All distances are now given in the official time-tables in kilometres.

Steamers.—More than 200 steamers, large and small, carry passengers between places along the extensive coasts of Sweden, on its numerous lakes, rivers, and canals, and to and from the ports of surrounding countries. Sweden is peculiarly adapted for steam navigation, and it is rapidly aiding to develop the resources of the country. All the captains of these vessels speak English, and several are commanded by officers in the Royal Navy. The fares are very reasonable; the cuisine good, and cheap in proportion. Great attention is paid to cleanliness and the comfort of passengers, and the officers are obliging and attentive. The routes, in almost all instances, are regular, but it should be remembered that the steamers' days of sailing are altered, as the days shorten or lengthen, and travellers are warned to trust to none but the latest published lists or advertisements. This Handbook can do little more than point out the lines of communication, as they exist, by land and water. For more detailed and recent information on these particulars, the traveller must be referred to the time-tables published from time to time during his sojourn in the country.

The weekly paper called *Sveriges Kommunikationer*, published in Stockholm at 10 öres each number, contains ample and reliable information in respect to railways and steamers. It is sold at most of the railway stations, and is found at all hotels, cafés, &c. Several travelling-maps of Sweden, by C. E. Dalman, T. A. v. Mentzer, N. E. Petterson, H. Schlachter, showing railway and telegraph lines, with their stations, post-offices, posting-stations, and a variety of other noteworthy places, are sold by most booksellers.

Posting regulations.—Horses are provided for travellers, at the different stations, either by contracts or by relays. Under the first of these arrange-

ments, which are numerous and on the increase, the post-master undertakes to supply the horses himself, and little delay is experienced; in the latter cases, horses are furnished by relays from the peasant farmers of the surrounding districts. These relays are brought in to the station at even-tide, and if quickly disposed of, succeeding travellers may have to await the arrival of next evening's relay, or at any rate the time necessary to send for the number he requires, unless the horses have been ordered beforehand. To effect this precaution it is necessary to send "Förbud," that is, a messenger in advance with written requisitions, forms of which can be purchased in most towns. The cost of sending a förbud is the same as a one-horse fare for the distance; and the horses so ordered must be paid for, whether the traveller eventually uses them or takes another route. In some cases, the förbud-papers can be sent by post or by telegraph, but the traveller should always keep a memorandum of the orders sent, and the hours for which his horses have been required. Owing to the improved modes of travelling, however, the expedient of sending förbud is now rarely resorted to, at least in the middle and south of Sweden. Posting is much less necessary in Sweden than in Norway, as the former country is less mountainous, and contains a large number of railroads and of inland water routes.

The rates of posting vary according to the class of station from which departure takes place, and are in each case regulated down to $\frac{1}{24}$ of a Swedish mile; thus the payment for every horse is—

Distance.		From Stockholm.		From contract station in town.		From contract station in country or relay in town.		From relay station in country.	
Sw. Mile.	Eng. Mile.	Kr.	Öre.	Kr.	Öre.	Kr.	Öre.	Kr.	Öre.
$\frac{1}{8}$	0·83	0	20	0	15	0	13	0	10
$\frac{1}{4}$	1·66	0	40	0	30	0	25	0	20
$\frac{1}{2}$	3·32	0	80	0	60	0	50	0	40
1	6·64	1	60	1	20	1	00	0	80
$1\frac{1}{24}$	6·92	1	67	1	25	1	04	0	83
$1\frac{1}{16}$	7·05	1	70	1	28	1	06	0	85
$1\frac{1}{8}$	7·47	1	80	1	35	1	13	0	90
$1\frac{1}{4}$	8·30	2	00	1	50	1	25	1	00
$1\frac{1}{2}$	9·96	2	40	1	80	1	50	1	20
2	13·28	3	20	2	40	2	00	1	60

This old tariff only prevails now in some of the more remote parts of Sweden, pending the universal adoption of the metric system with an altered tariff.

The following table shows the fares according to the new kilometric tariff.

POSTING TARIFF.

Kilometres.	English Miles.	Slow Stations in the Country.				Fast Stations in Town or Country.			
		For One Person.			2 Persons.	For One Person.			2 Persons.
		Horse alone.	Horse with Springless Cart (Stolkjærrer).	Horse with Carriole.	Horse with Springless Cart.	Horse alone.	Horse with Springless Cart.	Horse with Carriole.	Horse with Springless Cart.
		Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.
1	0·62	0·08	0·10	0·10	0·14	0·15	0·17	0·17	0·25
2	1·24	0·16	0·19	0·20	0·28	0·30	0·33	0·34	0·40
3	1·86	0·24	0·29	0·30	0·42	0·45	0·50	0·51	0·74
4	2·48	0·32	0·38	0·40	0·56	0·60	0·66	0·68	0·98
5	3·10	0·40	0·48	0·50	0·70	0·75	0·83	0·85	1·23
6	3·72	0·48	0·57	0·60	0·84	0·90	0·99	1·02	1·47
7	4·34	0·56	0·67	0·70	0·98	1·05	1·16	1·19	1·72
8	4·96	0·64	0·76	0·80	1·12	1·20	1·32	1·36	1·96
9	5·58	0·72	0·86	0·90	1·26	1·35	1·49	1·53	2·21
10	6·20	0·80	0·95	1·00	1·40	1·50	1·65	1·70	2·45

The south of Sweden is so well provided with railways and water communication that it will not often be found necessary to drive, unless a special excursion is made to some object of interest, which lies out of the beaten track. In the north of Sweden, however, it will more often be necessary to post.

BOAT TARIFF.

Kilometres.	English Miles.	Slow Stations in the Country.			Fast Stations in Town or Country.		
		Two Men with 4 Oars.	Three Men with 6 Oars.	Four Men with 8 Oars.	Two Men with 4 Oars.	Three Men with 6 Oars.	Four Men with 8 Oars.
		Kr.	Kr.	Kr.	Kr.	Kr.	Kr.
1	0·62	0·15	0·22	0·29	0·21	0·31	0·41
2	1·24	0·29	0·44	0·58	0·41	0·62	0·82
3	1·86	0·44	0·66	0·87	0·62	0·93	1·23
4	2·48	0·58	0·88	1·16	0·82	1·24	1·64
5	3·10	0·73	1·10	1·45	1·03	1·55	2·05
6	3·72	0·87	1·32	1·74	1·23	1·86	2·46
7	4·34	1·04	1·54	2·03	1·44	2·17	2·87
8	4·96	1·18	1·76	2·32	1·64	2·48	3·28
9	5·58	1·33	1·98	2·61	1·86	2·79	3·69
10	6·20	1·45	2·20	2·90	2·05	3·10	4·10

At Stockholm, horses must be ordered six hours before they are wanted, and a booking charge paid of 10 öre in the daytime, and 15 öre if the order is left after 10 P.M. A common cart from thence is charged 10 öre; with back to the seat, 25 öre; a wagon, with spring seat, for two horses, 50 öre, per mile. Horses may be kept waiting one hour, without any additional charge. Beyond that time, the person who has ordered them must pay 50 öre for each horse during the second and third hour, and 90 öre for every hour succeeding. If the horses are countermanded after arrival, the postilion receives 85 öre for each horse in compensation. At all other posting-stations the charges are:—for a common cart, 3 öre; for a cart with a spring seat, or a two-horse wagon, 6 öre; for a two-horse wagon with a spring seat, 13 öre; for a saddle or harness, 3 öre, all per mile. If a saddle-horse is used, 19 öre per mile additional is charged for fetching the animal back again. For every hour a horse is kept waiting beyond the first, 25 öre has to be paid, but after waiting 4 hours the post-boy may take his cattle home again. All tolls on the road are paid by the traveller.

Only one person, besides the postboy, must be carried by a single horse; the postboy is always to be allowed a seat, but if two persons, each with a single horse and cart, travel together, they may jointly occupy one vehicle, the postboy driving the other. 2 horses carry 3 persons, 3 horses 4 persons, and 4 horses in the same team 6 persons. A saddle-horse must not carry more than 40 lbs. besides the rider, and the maximum load for every draught-horse is not to exceed 4 centner (372 English pounds or 26½ stone), including the traveller's own weight, but not the carriage. As to speed, an hour and a half is allowed for every Swedish mile, and although the traveller has the right of driving himself, he must be careful not to injure horses or carriage in so doing, as it may cause detention and other inconveniences. The post-masters have considerable powers vested in them for protecting the owners of the horses, as well as those who order them, and may refuse fresh horses to travellers until any damages for which they may be liable have been compensated; postboys, on the other hand, are subject to fine for demanding or receiving more than their proper fare. At each station a *daybook* (dagbok) is kept, in which travellers have to enter their names and occupations, &c., and the number of horses taken to the next station; this book contains all the posting regulations, with the distances upon each stage, and the sum to be paid for each horse. Complaints are sometimes inserted in this book, but should be made in moderation, and not without good cause, as they may lead to serious punishments when the book, according to established practice, comes under the inspection of the proper authorities.

Mail-coaches, having accommodation for a limited number of passengers,

run regularly over a few routes, connecting places in the country where railways are not yet introduced. Their speed is by no means extraordinary, but they are, at any rate, preferable to posting. Fares generally, 1 krona the Swedish mile. Travellers intending to make use of this mode of conveyance should secure their places at the earliest opportunity.

The coaches rarely carry more than 2 passengers, and the seats are therefore often occupied when wanted. For expedition and saving of trouble, however, this mode of conveyance is generally preferred.

There are more than 35,000 English miles of public roads in Sweden, with several hundred post stations.

5. REQUISITES FOR TRAVELLING.

As a rule, the less luggage, the more comfort in travelling; and as a pleasure trip to Sweden should only be undertaken in the summer season, a moderate wardrobe will suffice. Only, as the temperature is variable, and the nights sometimes turn very cold, it is advisable to be provided with warm wrappers or overcoats for use during night-journeys. Toilet requisites should not be forgotten, as in many places they are difficult to procure of good quality, and a portable india-rubber bath will be found a great luxury. For shooting and walking, stout, easy-fitting boots and shoes, double soles clamped by means of screws, and without iron heels, are essential, *and can nowhere be procured so good as in England.* The sportsman will naturally bring with him his own *guns and fishing-tackle; and sketching materials* ought likewise to be brought over from England. A tourist's telescope, coloured spectacles to protect the eyes against sun-glare and dust, writing-case, adhesive labels, or pieces of parchment for writing directions, a strong leather bag to hold coins for small change, a pocket-book for paper-money, and a small mirror in a leather case, are all of constant use to the traveller in Sweden. A leather strap to secure the wrappers, and a carpet-bag or small valise to contain the more immediate necessities, will be found handy in the railway-carriage, or in the small cabin of a steamer, when larger packages are stowed away with the luggage.

If there be any intention of visiting Lapland in July or August, veils must be provided to protect the face from the mosquitoes; none of the so-called "Patent Preservatives," will be of the slightest use. The veil, made of fine bobbin net, should be long enough, after being tied round the hat, for the other end to tuck into the waistcoat, and a thin wire should be run in about the level of the nose, to keep it well off the face. A very effective mosquito veil, with other requisites for travel, may be procured at 181, Strand, London.

The Lapp boots, made of reindeer-skin (price about 6s.), will be found

far preferable to any English boot for travelling in Lapland ; they can be purchased at Luleå, or any of the northern towns.

Those who intend to visit North Sweden and Lapland should consult the paragraphs relating to travel in Iceland in the *Handbook for Denmark and Iceland*. Waterproofs, waders, and thick tweed suits should be taken by those who intend to fish.

§ 6. SWEDISH VOCABULARY AND DIALOGUES.

The Swedish language is a very easy one to master, that is to say, enough for the ordinary traveller, especially if he has any previous knowledge of German ; many of the words have a great similarity to either English or German.

A small pocket dictionary should be purchased in Stockholm, and the following dialogues well studied before leaving home.

The pronunciation is very analogous to the German ; the letter (*a* with a small *o* over it) is pronounced nearly as broad as the *o* itself.

A useful little book by A. May, entitled, ‘ Exercises for Conversation in English and Swedish, together with examples on the use of the particles, forms for letters, &c.,’ and other manuals of conversation, are to be obtained at the principal bookshops in Sweden. The following are some of the words and sentences more commonly occurring in travelling :—

NUMERALS.

1, <i>en</i> .	8, <i>åtta</i> .	15, <i>femton</i> .	21, <i>tjuguett</i> .	70, <i>sjuttio</i> .
2, <i>två</i> .	9, <i>nio</i> .	16, <i>sexton</i> .	22, <i>tjugutvå, &c</i> .	80, <i>åttio</i> .
3, <i>tre</i> .	10, <i>tio</i> .	17, <i>sjutton</i> .	30, <i>trettio</i> .	90, <i>nittio</i> .
4, <i>fyra</i> .	11, <i>elfva</i> .	18, <i>aderton</i> .	40, <i>fyratio</i> .	100, <i>ett hundra</i> .
5, <i>fem</i> .	12, <i>tolf</i> .	19, <i>nitton</i> .	50, <i>femtio</i> .	200, <i>två hundra</i> .
6, <i>sex</i> .	13, <i>tretton</i> .	20, <i>tjugu</i> .	60, <i>sextio</i> .	1000, <i>ett tusende</i> .
7, <i>sju</i> .	14, <i>fjorton</i> .			

DAYS OF THE WEEK.

Sunday	<i>Söndag</i> .	Thursday	<i>Thorsdag</i> .
Monday	<i>Måndag</i> .	Friday	<i>Fredag</i> .
Tuesday	<i>Tisdag</i> .	Saturday	<i>Lördag</i> .
Wednesday	<i>Onsdag</i> .		

MONTHS.

January	<i>Januari</i> .	July	<i>Juli</i> .
February	<i>Februari</i> .	August	<i>Augusti</i> .
March	<i>Mars</i> .	September	<i>September</i> .
April	<i>April</i> .	October	<i>October</i> .
May	<i>Maj</i> .	November	<i>November</i> .
June	<i>Juni</i> .	December	<i>December</i> .

VOCABULARY.

Again	<i>Igen.</i>
Aid	<i>Hjelp.</i>
Ale	<i>Öl.</i>
All	<i>All.</i>
And	<i>Och.</i>
Answer	<i>Svar.</i>
Arm	<i>Arm.</i>
Away	<i>Bort.</i>
Axle-tree	<i>Axel, Hjul-axel.</i>
Back (return)	<i>Tillbaka.</i>
Bag	<i>Säck.</i>
Barley	<i>Korn.</i>
Bear	<i>Björn.</i>
Bed	<i>Säng.</i>
Beer	<i>Öl.</i>
Best	<i>Bäst.</i>
Better	<i>Bättre.</i>
Bill, the	<i>Räkningen.</i>
Bird	<i>Fogel.</i>
Black cock	<i>Orre.</i>
Boat	<i>Båt.</i>
Boil, to	<i>Koka.</i>
Boy	<i>Gosse.</i>
Boy that goes with horses }	<i>Skjutsbonde.</i>
Brandy	<i>Brännvin.</i>
Bread	<i>Bröd.</i>
Breakfast	<i>Frukost.</i>
Bridle	<i>Betsel.</i>
Buckle	<i>Spänne.</i>
Butter	<i>Smör.</i>
By-way	<i>Biväg.</i>
Call, to	<i>Kalla.</i>
Candle	<i>Ljus.</i>
Cap	<i>Mössa.</i>
Capercaizie	<i>Tjäder.</i>
Carriage	<i>Vagn.</i>
Charr	<i>Röding.</i>
Cheese	<i>Ost.</i>
Clean	<i>Ren.</i>
Coat, great	<i>Öfverrock.</i>
Coat	<i>Rock.</i>

Coffee	<i>Kaffe.</i>
Collar, horse	<i>Loka.</i>
Come, to	<i>Komma.</i>
Cook, to	<i>Koka.</i>
Coverlid	<i>Sängtücke.</i>
Cream	<i>Grädde.</i>
Cup	<i>Kopp.</i>
Danger	<i>Fara.</i>
Daughter	<i>Dotter.</i>
Day-book	<i> Dagbok.</i>
Dinner	<i>Middag.</i>
Directly, at once	<i>Genast.</i>
Do, to	<i>Göra.</i>
Dog	<i>Hund.</i>
Door	<i>Dörr.</i>
Drink money	<i>Drickspenningar.</i>
Driver	<i>Skjutsbonde.</i>
Eat, to	<i>Spisa, Äta.</i>
Eel	<i>Ål.</i>
Egg	<i>Ägg.</i>
Early	<i>Tidigt.</i>
Elk	<i>Elg.</i>
Fall, to	<i>Falla.</i>
Far	<i>Långt.</i>
Farm-house	<i>Bondgård.</i>
Farrier	<i>Hofslagare, Smed.</i>
Ferry	<i>Färja.</i>
Field	<i>Åker, Mark.</i>
Fire	<i>Eld.</i>
Fish	<i>Fisk.</i>
Fish, to	<i>Fiska.</i>
Fishing-line	<i>Metref.</i>
Fishing-rod	<i>Metspö.</i>
Fly	<i>Fluga.</i>
Fork	<i>Gaffel.</i>
Fox	<i>Räf.</i>
Game	<i>Vildbråd.</i>
Get, to	<i>Få.</i>
Girl	<i>Flicka.</i>
Girth	<i>Sadelgjord.</i>
Give, to	<i>Gifva.</i>
Glass	<i>Glas.</i>

Go, to	<i>Gå.</i>	Mustard	<i>Senap.</i>
Grass	<i>Gräs.</i>	Near	<i>Nära.</i>
Grayling	<i>Harr.</i>	Net	<i>Nät.</i>
Gun	<i>Bössa, skjutgevär.</i>	Night-lodging	<i>Nattläger.</i>
Gunpowder	<i>Krut.</i>	No	<i>Nej.</i>
Hair, the	<i>Håret.</i>	Nobody	<i>Ingen.</i>
Ham	<i>Skinka.</i>	Nothing	<i>Intet.</i>
Hand	<i>Hand.</i>	Now	<i>Nu.</i>
Hand, right	<i>Höger hand.</i>	Oar	<i>Åra.</i>
Hand, left	<i>Venster hand.</i>	Of	<i>Af.</i>
Handkerchief	<i>Näsduk.</i>	Oil	<i>Olja.</i>
Hare	<i>Hare.</i>	Once	<i>En gång.</i>
Harness	<i>Seltyg, sele.</i>	Our	<i>Vår.</i>
Hasel-hen	<i>Hjerpe.</i>	Over	<i>Öfver.</i>
Hat	<i>Hatt.</i>	Paper	<i>Papper.</i>
Hay	<i>Hö.</i>	Partridge	<i>Rapphöna.</i>
Herring	<i>Sill.</i>	Pay, to	<i>Betala.</i>
Hill	<i>Backe.</i>	Pen	<i>Penna.</i>
Hook	<i>Krok.</i>	Pepper	<i>Peppar.</i>
Horse	<i>Häst.</i>	Perch	<i>Aborre.</i>
Hour	<i>Timme.</i>	Pike or Jack	<i>Gädda.</i>
Husband	<i>Man.</i>	Portmanteau	<i>Kappsäck.</i>
Immediately	<i>Genast.</i>	Port-wine	<i>Port-vin.</i>
Ink	<i>Skrifbläck.</i>	Post-Office	<i>Post-Kontor.</i>
Inn	<i>Värdshus.</i>	Potatoes	<i>Potates.</i>
Interpreter	<i>Tolk.</i>	Presently	<i>Strax.</i>
Island	<i>Ö.</i>	Ptarmigan	<i>Snöripa.</i>
Keep, to	<i>Hålla.</i>	Railway	<i>Jernväg.</i>
Key	<i>Nyckel.</i>	Ready	<i>Färdig.</i>
Knife	<i>Knif.</i>	Red deer	<i>Rådjur.</i>
Lady	<i>Fru.</i>	Reel	<i>Härfvel.</i>
Lady (young)	<i>Fröken.</i>	Reindeer	<i>Ren.</i>
Lake	<i>Sjö, Insjö.</i>	Reins	<i>Tömmar.</i>
Large	<i>Stor.</i>	Return, to	<i>Resa tillbaka.</i>
Lay, to	<i>Ligga.</i>	Ride, to	<i>Rida.</i>
Lead	<i>Bly.</i>	River	<i>Ström, Flod, Elf.</i>
Man	<i>Man.</i>	Road	<i>Väg.</i>
Many	<i>Många.</i>	Room	<i>Rum.</i>
Me	<i>Mig.</i>	Row, to	<i>Ro.</i>
Meat	<i>Kött.</i>	Rower	<i>Roddare.</i>
Milk	<i>Mjölk.</i>	Rye	<i>Råg.</i>
Mine	<i>Min.</i>	Safe	<i>Säker.</i>
Money	<i>Penningar.</i>	Saddle	<i>Sadel.</i>
Much	<i>Mycket.</i>	Salmon	<i>Lax-Öring.</i>

Salt	<i>Salt.</i>
Shafts, the	<i>{ Tistel-stång, Vagnstistel.</i>
Shall	<i>Skall.</i>
Shallow	<i>Grund.</i>
Sheets, the	<i>Lakan.</i>
Shoe (horse)	<i>Sko.</i>
Shoes	<i>Skor.</i>
Small	<i>Liten.</i>
Snipe	<i>Beckasin.</i>
Soap	<i>Tvål.</i>
Son	<i>Son.</i>
Speak, to	<i>Tala.</i>
Spoon	<i>Sked.</i>
Stage	<i>Skjutshåll.</i>
Steamer	<i>Ångfartyg.</i>
Stirrups	<i>Stigbögel.</i>
Strap	<i>Stropp.</i>
Sugar	<i>Socker.</i>
Supper	<i>Qvällsvard.</i>
Table	<i>Bord.</i>
Table beer	<i>Dricka.</i>
Take, to	<i>Taga.</i>

Tea	<i>The.</i>
To-day	<i>Idag.</i>
To-morrow	<i>Imorgon.</i>
Towel	<i>Handduk.</i>
Town	<i>Stad.</i>
Travel, to	<i>Resa.</i>
Trout	<i>Forell.</i>
Trowsers	<i>Byxor.</i>
Under	<i>Under.</i>
Vinegar	<i>Ättika.</i>
Water	<i>Vatten.</i>
Waterfall	<i>Vattenfall.</i>
Wheel	<i>Hjul.</i>
Whip	<i>Piska.</i>
Wife	<i>Hustru.</i>
Window	<i>Fönster.</i>
Wine	<i>Vin.</i>
Wine, white	<i>Hvitt-vin.</i>
Wood (forest)	<i>Skog.</i>
Woodcock	<i>Morkulla.</i>
Yes	<i>Ja.</i>
Yesterday	<i>Igår.</i>

DIALOGUES.

Good morning, Sir, Madam.
 How are you?
 I hope you are quite well to-day.
 Very well, I thank you.
 Good evening.—Good-bye; farewell.
 Do you speak English? French? German?
 A little. Not at all.
 I can read, but not speak.
 Do you understand me?
 I speak Swedish very badly.
 Speak more slowly.
 What o'clock is it?
 How do you call that in Swedish?
 Where are you going to?
 How many miles is it from here to . . . ?
 Is the road good?
 Are there any good inns upon the road?
 Have you performed this journey before?

*God morgon min herre, min fru.
 Hur står det till?
 Jag hoppas ni mår alldeles bra i dag.
 Rätt bra, jag tackar.
 God afton.—Adieu; farrväl.
 Talar Ni Engelska? Franska? Tyska?
 Något litet. Alldeles icke.
 Jag läser språket, men kan ej tala det.
 Förstår Ni mig?
 Jag talar rätt illa Svenska.
 Tala litet mera långsamt.
 Hvad är klockan?
 Huru kallar Ni detta på Svenska?
 Hvart går Ni?
 Huru många mil har man härifrån
 till . . . ?
 Är vägen god?
 Finner man goda värdshus på denna väg?
 Har ni förut gjort denna resa?*

You must bespeak horses.
 Have you horses at hand?
 Put them to immediately.
 How much must one pay for each horse?

How long shall I have to wait?
 I shall travel on horseback—on foot.
 Can you not drive faster, postilion?
 Drive slower.
 There is no danger.
 Drive me to the best inn in the town.
 How much am I to pay you for this stage?

Can you change?
 I have no small change.
 Let me have a cab.
 What is the fare?
 Drive me to the steamer.
 Can I get a ticket on board?
 What does a cabin cost?
 One with two beds.
 Can I have a return ticket?
 When does the steamer go?
 How soon does the train leave?
 We go by rail.
 What time does it take?
 Twenty-four hours.
 When do we dine?
 Can we get supper there?
 Is this the inn?
 Take these things up-stairs.
 Can we have good beds?
 I hope they are not damp.
 I want a bedroom and a parlour.

Open the door.
 Bring me a night-lamp.
 Bring us some water; a pitcher of water.
 Can I have a bath—a pail to bathe my feet in?
 Call us at seven to-morrow morning,
 and let the horses be ready by eight.

Good night.

Ni måste beställa hästar.
Har ni hästar inne?
Sätt för genast.
Huru mycket bör man betala för hvarje häst?
Hur länge skall jag vänta?
Jag ärnar rida—gå till fots.
Kan du icke köra fortare, skjutsbonde?
Kör saktare.
Det är ingen fara.
Kör till det bästa värdshuset i staden.
Huru mycket skall jag betala er för detta hållet?
Kan ni växla?
Jag har inga småpengar.
Skaffa mig en droska.
Hvad kostar åkningen?
Kör till ångbåten.
Kan jag få biljett ombord.
Hvad kostar en hyttplats?
En med två sängar.
Kan jag få retur biljett?
När går ångbåten?
Hur snart går tåget?
Vi gå med jernbanan.
Hur lång tid tar det?
Ett dygn.
När äta vi middag?
Kan vi få quällsvard der?
Ar detta gästgifvaregården?
Tag upp dessa saker i öfra våningen.
Kunna vi få goda sängar?
Jag hoppas de icke äro fuktiga.
Jag behöfver en sängkammare, och ett förmak.
Öppna dörren.
Gif mig en natt-lampa.
Skaffa oss litet vatten; en kanna vatten.
Kan jag få ett bad—en balja för att tvätta fötterna?
Väck oss klockan sju i morgon bittida, och låt hästarne vara färdiga klockan åtta.
God natt.

What can I have to eat?
 Let me have some coffee—a glass of milk.
 Is it ready now?
 Have you anything ready?
 Let me see the bill of fare.
 Is the wine good?
 How much is it the bottle?
 What meat have you?
 Have you any game?
 Have you any river or sea fish?

At what hour will you dine?
 At two o'clock.
 Give me the bill.
 How much are you to receive?
 The bill is not right.
 That is too dear.
 I will not give any more.
 Can I get a Commissioner?
 Is an interpreter to be had?
 Is the Post-Office far from hence?
 Are there any letters for me?
 How much is the postage?
 Have you any stamps?
 I have no change in copper money—
 I have no change in paper money.
 Be so good as to tell me the way.
 Can you change a sovereign?
 What do you give for it?
 Eighteen kronor is the value.
 What do you give for a £5 note?
 It is worth ninety kronor.
 I will give you 89 only.
 You can have it.
 Why don't you give more?

Hvad kan jag få att äta?
Låt mig få caffè—ett glas mjölk.
Är det ännu ej färdigt?
Har ni någonting färdigt?
Låt mig se matsedeln.
Är vinet godt?
Huru mycket för buteljen?
Hvad kötträtter har ni?
Har ni vildt?
Har ni färskvatten fisk, eller saltvatten fisk?
Vid hvad timma vill ni spisa middag?
Klockan två.
Gif mig räkningen.
Huru mycket skall ni hafva?
Räkningen är icke riktig.
Det är för dyrt.
Jag vill icke gifva mer.
Kan jag få en Commissionaire?
Kan man få en tolk?
Är posthuset långt härifrån?
Har jag bref för mig?
Hvad kostar frankeringen?
Har ni några brefmärken?
Jag har icke några löspenningar—Jag har inga småsedlar.
Var så god att visa mig vägen.
Kan ni vexla ett pund?
Hvad betalar ni för det?
Dut är värdt 18 kronor.
Hvad ger ni för en 5-pund-sedel?
Den är värd nittio kronor.
Jag vill endast gifva åttinio.
Ni kan få den för det.
Hvarför ger ni ej mera?

§ 7. SEASON FOR TRAVELLING.—SCENERY.

The scenery of Sweden is quite peculiar to itself. True it is that the wild grandeur of Norway is wanting until the traveller reaches the mountains of Lapland, yet on the other hand the broken rocky ground, richly wooded and interspersed with lakes or fiords, reflecting in their placid waters the surrounding shores, with many a leafy or pine-clad promontory

and islet; the dark hills, grey old ruins, and rushing waterfalls, afford an endless variety of lovely scenery. The following are the most picturesque routes:—Through the district between Gothenburg and the Norwegian frontier; through the Dalslands canal; the Gotha canal; through the provinces of Dalecarlia and Ångermanland; Stockholm and its environs; up the Gulf of Bothnia; up the Luleå river to Lapland.

The old national costumes as worn by the peasants of different districts still partly exist in their diversities, from the attractive dress of the pretty Swedish maiden of Dalecarlia to the reindeer-skins and coloured beads of the Laplander.

The cleanliness of the poorest Swedish peasant in general is much to be admired, forming a marked contrast to his Norwegian brother.

§ 8. ANGLING.

Lakes and rivers abound with a variety of fish. The Aetra, Nissa, and Laga, rivers of Halland, which debouch at Falkenberg, Halmstad, and Laholm, are renowned for their salmon, but the water there, suitable for angling, is limited in extent and is private property. On the E. coast of Sweden there are also many salmon rivers, especially to the north of Stockholm, where several large watercourses flow into the Gulf of Bothnia. These salmon do not take the fly so readily as in other countries, but very few of the rivers have been thoroughly tested, though it has been placed beyond doubt that they will take both fly and phantom at the Edefors rapid on the Luleå river (see Route 28), where the fishing is perfectly free. They run up to a very large size, and their flavour is not to be excelled. Char are plentiful in many lakes, and trout and grayling abound in every mountain stream, running up to 8 and 9 lbs. in weight in the Luleå (see Route 28), and taking almost any fly most greedily. Trout, in the Wenern lake, attain a large size, 30 lbs. weight and upwards. The streams falling into this lake afford good fishing. The trout in the Lake Wettern also attain a great weight. The Dalecarlian rivers are highly spoken of. Char, in the mountain lakes, take the fly well; and pike, perch, with various other kinds of fresh-water fish, are caught in most parts of the country. As regards the best time for fishing in Sweden—in the S. the rivers are usually in a fit state about the middle or end of May; in the N. they are at least one month later, and in the Luleå the end of August.

See also Observations on Angling, in *Handbook for Norway*, particularly as to flies and other tackle, which equally apply to Sweden.

§ 9. SHOOTING AND GAME LAWS.

The sportsman will find ample employment for his gun in Sweden, especially along the ridge of mountains on the Norwegian frontier, and the country between the rivers Clar and Dal.

Norrland also abounds in all kinds of game, indigenous to the climate. In the middle and south of Sweden, the quantity, during many years, showed a gradual falling off; but since the introduction of the new game laws a perceptible increase has again been made manifest. Quickjock in Lapland (see Route 28) is particularly recommended, where in September a bag of 100 ptarmigan, besides willow-grouse and hares have been known to fall to a single gun. Here game of all kinds, wildfowl, and even bears, are met with within a few hours' walk of most comfortable quarters; no tents or camping out being necessary.

Any one may shoot over the vast tracts of forest and other lands, which have not been appropriated for private or public use, under the following restrictions, applicable to all hunting-grounds, not specially enclosed:—

Elks may not be hunted from 1st October to 10th August.

Partridges and *grouse* from 1st November to 10th August.

Swans, cock of the woods (capercaillie), wild ducks, eider geese, woodcocks, and snipes, from 16th March to 10th July.

Deer, red deer, wild reindeer, hares, blackcocks, hazel-hens, ptarmigans, from 16th March to 10th August.

Owners of enclosed preserves, whether belonging to the Crown or to private persons, may shoot or permit shooting in the same, of all kinds of game at all times of the year.

Poaching, whether in preserves or open grounds, is punishable with fines from 50 to 300 kronor, and in some cases with imprisonment, up to the term of 6 months.

Hunting during prohibited terms is punishable with fines from 10 to 100 kronor.

The person who apprehends such offender, may take possession of his gun and other hunting-gear, his dogs and game, until judicial sentence shall have been passed.

Bears, wolves, lynxes, foxes, gluttons, martens, otters, seals, eagles, eagle-owls, hawks, and falcons, may be shot at all times of the year in places where hunting is permitted, and rewards can be claimed on proof of the animal being killed, amounting to 50 krs. for a bear, 25 krs. for a wolf or a lynx, 10 krs. for a glutton, 3 krs. for a fox, eagle, or eagle owl, and 2 krs. for a hawk or falcon.

Bears are now becoming rare in Sweden; elks, wild deer of all kinds, still more so.

§ 10. SUCCINCT ACCOUNT OF SWEDEN.

Deprived of Finland, Pomerania, &c., the Swedish territories are now comprised in the eastern side of the Scandinavian peninsula and several islands in the Baltic, the chief of which are Öland and Gotland; the latter is large and highly interesting from the numerous churches of the 11th and 12th centuries which it contains (see Rte. 25). The extreme length of Sweden is about 930 Eng. m., with an average width of 190; with the islands, its area is about 170,700 Eng. sq. m.

Sweden is divided into 3 principal regions: Norrland, which comprises Gefle and all the provinces to the N. of that up to the Torneå; Sweden proper, which includes the central provinces; and Gotland, those in the South.

The Scandinavian peninsula rises gradually from the W. coast of the Baltic and Gulf of Bothnia, until it reaches its highest elevation in the great mountain chain, which, for a long distance, divides Sweden from Norway. Upon the whole, and particularly in the southern parts of Sweden, it is a level country; there are, however, numerous ranges of high ground and detached hills of considerable elevation. The highest point in Sweden does not exceed 6350 feet, and this is only in the mountains upon the frontier of Norway. The southern provinces consist for the most part of sandy plains, interspersed with numerous lakes and hills. The central region contains extensive plateaux of table-land, with large tracts of forest. The N. part is mountainous, with deep valleys, vast forests, and sandy wastes.

Lakes and Rivers.—The peculiar feature in Swedish scenery is the extent and number of the lakes in the S. and central parts. Of these, the Wenern and the Wetteren are the largest; the former is upwards of 90 Eng. m. in length, and the latter 86. The Mälaren Lake, which adjoins Stockholm, is also of great extent. The whole of these lakes, with several smaller ones, are included in the routes. In the central and Northern parts there are several considerable rivers. Of these, the largest are the Dal (Rte. 15), the Indal, Angerman, Umeå, Piteå, Luleå, and Torneå, whose lengths average from 230 to 290 Eng. m. All these rivers rise in the mountains, and in their course form numerous grand falls and cataracts.

Geology.—Granite and gneiss are the prevailing rocks, particularly the former; gneiss being much less abundant in Sweden than in Norway. Mica-slate is also very common, and contains the greater number of metalliferous beds met with in Sweden. It often alternates with vast beds of primitive limestone, quartz, &c. These, with a few others, form the primitive rocks. The transition include conglomerate and sandstone, with transition porphyry, limestone, and trap. The secondary comprise

secondary sandstone and chalk. Extensive tertiary and alluvial deposits also occur. Observations extending over a number of years have proved, that along the northern Baltic coast-line of Sweden the land is rising at the rate of about $2\frac{1}{2}$ feet in a century, while in the south it appears to be sinking slightly.

Mineralogy.—Sweden is particularly rich in mineral products. Of these the mines of copper and of iron are the most productive and celebrated. Some of the largest are described in Rte. 17. The porphyry quarries at Elfdal, upon the same Route, produce many ornamental objects, but are less worked than formerly. Cobalt, zinc, lead, silver, gold, &c., are likewise met with in Sweden. Marble quarries have been opened at different places. Coal has been discovered only in the S.; the old mine near Helsingborg is of very inferior quality, but fresh coalfields of a more promising description have been found in Scania (Höganäs, Vallåkra, Eslöf, &c.), and are now being largely worked.

The *Forests* of Sweden cover 4-7ths of the whole surface of the country. These are chiefly of pine and fir; but in the N. the birch grows in great abundance. In the centre the pine and fir are intermixed with ash, willow, lime, and maple; and in the S. with oak, beech, yoke-elm, &c. *Timber* is largely exported from the Baltic ports, the rivers running into that sea are studded with saw-mills, and the manufacture of carpentry and export of deals, sleepers, pit-props, &c., is a source of considerable gain.

The *Climate*, from the great extent of the country, of course varies considerably. Upon the whole it is less mild than those parts of Norway which in the same latitude lie upon the western side of the great Scandinavian chain of mountains. In the N. the whole surface of the country is covered with snow and ice for five or six months in the year, and even in the central and southern parts the lakes and rivers are frozen as late as April. Vegetation sometimes bursts forth so rapidly in the spring, that the snow has scarcely disappeared before the great variety of Scandinavian flowers appear in all their loveliness. For this reason the month of May is the most delightful in the S. and centre of Sweden. The weather, both in summer and winter, is steadier than in England. The mean annual temperature at Stockholm is 41.93° Fahr.; during the 6 winter months 29.4° . The warm summers, and cold but dry winters, are very enjoyable. At Stockholm the longest day is $18\frac{1}{2}$ h., and the shortest nearly 6 h. On the 21st of June the sun rises at 2.45 A.M., and sets at 9.17 P.M., and there is no real darkness throughout the night.

The *Population*, according to the census of 1880, was 4,565,668; an increase of about 500,000 in 10 years. Between 1867 and 1869 it had diminished, owing to emigration, from 4,195,681 to 4,158,757. Generally it rises a little more than one per cent. during every year.

§ 11. HISTORICAL NOTICE.

There are four great periods in Swedish history : first, during the Pagan age, from the earliest times to the end of the 11th century ; 2nd, from the establishment of Christianity as the religion of the country, in the 11th and 12th centuries, to the accession of Gustavus Wasa in 1523 ; 3rd, her glorious age under the Wasa dynasty, and their immediate successors, to 1718 ; and, 4th, from that time to the present.

The early history of Sweden is even more obscure than that of Norway or Denmark. Scandinavia generally is noticed by Pliny, Tacitus, and other authors of high antiquity ; but the most authentic records which exist respecting it are the ancient laws and the historical works written by Saxo Grammaticus, in Denmark, and Snorro Sturleson in Iceland.

Sweden was, when it first appeared in history, inhabited by two affiliated branches of the great Gothic tribe, *Svear*, or *Sviar*, and *Götar*, and divided into a great number of small kingdoms. According to the Sagas, the first Empire of the *Svear* was founded by the most celebrated of the Pagan gods Odin, and confined to a small territory around the lake Mälaren, of which the capital was Sigtuna.

Niord succeeded Odin, as prophet, priest, and king, and was followed by his son, Freyer, who removed his capital from Sigtuna to Upsala, where he built a temple, which became the most celebrated spot for Pagan worship in the North. Freyer's surname of Yngve became the proudest distinctions of his descendants, who were thenceforth called *Ynglingar*. But very few members of the dynasty of the Ynglings died a natural death. Most of them fell in battle, or by their own hands, or were murdered by their subjects ; and one of them, Domald, was sacrificed on Odin's altar, to propitiate the gods in a year of famine.

The kings of Upsala were the most respected in Sweden, and gradually extended their empire over all the country. Every province nevertheless preserved its different laws and its own administration of justice ; the king's power being restricted to watch over the internal and external peace.

Christianity appears to have been first openly preached in Sweden by St. Ansgar, during the reign of Björn I., in the 9th century ; but the long line of Sweden's Pagan kings only terminated with Eric the Victorious, who is said to have himself at one time embraced Christianity. His son and successor Olaf, surnamed Skötkonung (*Lapking*), because he was proclaimed king elect while yet a baby on his mother's lap, or sometimes Skatt-king, a king who takes skatt (taxes), became the first Christian sovereign, having been publicly baptized at Husaby in West Gotland by St. Sigfrid from England, about the year A.D. 1008 ; during his reign many churches were built, but Sweden may not yet be regarded as a Christian state,

as paganism prevailed in the country for more than one hundred years afterwards.

During nearly the whole of the first three centuries of the Christian era in Sweden, continued disputes and warfare arose between the Swedes and Goths for the possession of the supreme authority. These dissensions ultimately terminated in favour of the Swedes, whose sovereigns assumed the title which is in use at the present time—"King of the Swedes and Goths." Sweden's greatest king during the Middle ages was Magnus I., who reigned 15 years, from 1275. Prior to his accession the country had been continually distracted by intestine commotions, and the despotic conduct of the nobles was most oppressive upon the peasants. His wisdom, firmness, and justice enabled him to crush these disorders, and to bestow upon his subjects the blessings of tranquillity and order. During the reign of his successor, Birger, his able and patriotic minister, Thorkil, caused a law to be passed against the sale of slaves, on the ground *that it was in the highest degree criminal for Christians to sell men whom Christ had redeemed by His blood*. This noble truth Sweden has the immortal honour of having promulgated and established in the early part of the 14th century; a truth which was not practically recognised in England with respect to the Negro race for upwards of 400 years afterwards.

The dissensions which again distracted the country after the death of Magnus, finally terminated in 1389 by the defeat and capture of the Swedish king, Albert, and the crown of the Swedes and Goths was united with those of Denmark and Norway upon the brow of Margaret, known as the Semiramis of the North. It was, however, not until several years after this event that all Sweden was finally reduced to her sway. In 1397 she convoked the States, and caused the celebrated compact, properly only a draft, to be entered into between Denmark, Norway, and Sweden, known as the *Treaty of Kalmar*. The leading objects were—to maintain the union in perpetuity of the three kingdoms under one sceptre; to preclude either of them from making war upon the other; and to form an alliance defensive and offensive in the event of war with any foreign power. Margaret was succeeded, in 1412, by Eric of Pomerania, who married Philippa, daughter of Henry IV. of England. During the king's absence in Sweden she heroically and successfully defended Copenhagen, when besieged in 1428.

The Union of Kalmar was maintained with difficulty for little more than a century; the flames of discord which arose from it in Sweden were for a moment quenched in the blood of numbers of her most illustrious citizens, who were massacred by the orders of Christian II., under circumstances of the greatest treachery and barbarity. Amongst the slain was Eric Wasa, a senator, and of an ancient family in Sweden. But his son,

Gustavus Ericson Wasa, lived to avenge his father's blood and his own wrongs, and, by his courage and commanding talents, to found a new dynasty. After incurring the greatest dangers and hardships in Dalecarlia, he at length succeeded in rousing the people to take arms against their oppressors, and under his guidance the Danes were finally driven out in 1523. At a meeting of the States in the same year he was elected king, and with that election terminated the fatal Union of Kalmar.

The accession of Gustavus Wasa to the throne formed a new era of the highest importance in the history of Sweden. The leading feature in the records of the country throughout the Middle Ages, was the frequent struggles of the people to regain that power and influence which their ancestors had enjoyed under the free institutions of the Pagan age; and which had been gradually encroached upon by the nobles, the clergy, and the crown. Gustavus owed his elevation to the people. The power and influence of the nobles and of the clergy, and the great wealth of the latter, were amongst the first objects to command his attention. Policy, and also conviction, speedily made him a convert to the doctrines of Luther; and at a convocation of the States in 1527, after exposing the abuses of the Romish Church, he succeeded in obtaining an act which, in effect, abolished the Roman Catholic as the national faith, as it gave the crown unlimited power over the church and its property. At one blow Gustavus swept away two-thirds of her revenues, most of which he annexed to the crown, or distributed amongst his supporters and the nobles whom it was his interest to conciliate. Thenceforth the whole efforts of Gustavus were directed to the consolidation of his power; and while his extraordinary ability and industry enabled him to develop the resources of the country to an astonishing extent, he at the same time crushed all opposition as it arose, and eventually succeeded in establishing a despotism unexampled in the annals of the nation. In 1544 he prevailed on the States to decree the crown hereditary in his family. He was thrice married, and died in 1560, in his 76th year. He was buried in the cathedral at Upsala, and his memory is held in the greatest veneration by the Swedes as the founder of the most glorious period of their history.

Gustavus was succeeded by his eldest son, Eric XIV., who was alike wanting in the courage and abilities of his father. After soliciting the hands of our Queen Elizabeth, Mary Queen of Scots, a Princess of Lorraine, and also of Hesse, he ended his matrimonial projects by marrying his mistress, who was the daughter of a peasant. His stormy and cruel reign was terminated in 1568, when he was deposed by his brother John, by whose orders he was finally made to swallow poison, after an imprisonment of ten years.

During the reign of John unsuccessful efforts were made by him to

induce the people to again reform the Church in Sweden and return to the ancient Christian faith. He married Catherine, the daughter of Sigismund II. of Poland. Their son, Sigismund, became King of Poland, and he, upon the death of John in 1592, also inherited the crown of Sweden. By his own imprudence in attempting to force the Romish faith upon the people, and the stern opposition of his uncle Charles, his short reign of eight years was terminated in 1600, by the States renouncing their allegiance to the king, and he and his descendants became excluded from the crown. Sigismund was succeeded by his uncle, Charles IX., the youngest son of Gustavus Wasa, and in many respects like his great father: an able, though severe ruler, zealous in promoting industry and commerce, and bravely defending his country against her enemies. Reverses in a war with Denmark accelerated his death, which took place in 1611.

To his son and successor, Gustavus II., usually known as Gustavus Adolphus, and grandson of Gustavus Wasa, it was reserved to raise the martial glory of Sweden to a point it had never before attained. Elevated to the throne at the early age of 18, but gifted with principles, firmness, and military genius of the highest order, he speedily attracted the attention of all Europe. Victorious alike in Denmark, Poland, and Russia, in 1628 he was invited by Protestant Europe to place himself at its head, in order to arrest the vast scheme of Austria, to restore the Papal supremacy throughout Christendom. His career of glory justified their choice, and it only terminated with his death at the battle of Lutzen in 1632.

Gustavus was succeeded by his infant daughter, Christina, then only six years old; but the high political and military position which their late adored king had enabled them to take was nobly maintained by the gallant Swedes, under the able statesmen and generals who had been brought up in his school. The first man of the regency during the minority of Christina was Axel Oxenstjerna, the friend of Gustavus II., and the greatest statesman of Sweden. The Thirty Years' War was at length terminated by the peace of Westphalia in 1648. That treaty was most glorious for Sweden, whom the war had raised from an obscure State to be one of the first of European kingdoms. The licentious reign of Christina terminated in 1654, by her voluntary abdication in favour of her cousin (the son of her father's sister by the Count Palatine), and, after abjuring the Protestant faith, she ended her scandalous career at Rome, a career which her father's memory induces the Swedes to regard with too much indulgence.

During his short reign of six years Charles X., surnamed Gustavus, was continually involved in war. Possessed of the greatest military talents, and desirous of emulating the glorious reign of his heroic uncle, his disputes

with Poland, Russia, and Denmark successively involved Sweden in wars with those and other countries. His daring act of crossing with his army upon the ice of the Great and Little Belts, during the winter of 1657, is one of the most daring military feats upon record, and it enabled him to dictate his own terms to the Danes at the gates of their capital, by which the provinces of Skåne, Halland, Blekinge and Bohus were finally incorporated with Sweden, giving her the sea as a natural boundary to the south and the west as far as Norway. An early death put a stop to the king's victorious career in 1660, and in compliance with his wishes, peace was concluded upon honourable terms, soon after his death, with all the enemies of Sweden, and a period of repose at length was obtained to recruit her exhausted resources. By the Swedes Charles X. is justly esteemed one of their greatest kings, and his untimely death as one of the worst blows that the national interests have ever sustained.

His son and successor, Charles XI., reigned 37 years. During his minority peace was maintained, but from 1672 the country was continually involved in wars which again called forth her energies, but by which her integrity was preserved, and the conquests made by Charles X. from Denmark were maintained. Nominally, the power of the Swedish kings had been very limited, all the most important acts of government resting with the senate or Diet. Much depended upon the personal character of the sovereign; the enterprising and successful ruled with absolute authority, while those less fortunate were compelled to bend to the voice of the senate. In the time of Charles XI., the liberties of the burghers and the peasantry had become crushed by the aristocracy; but the preponderance of the noble families received a rude shock by the calling in of all grants made to them in former times by the crown, rendering many destitute, and impoverishing all; while the finances of the kingdom were rehabilitated thereby, and the crown made paramount, the king obtained an absolute power—a power, which, under his son and successor, Charles XII., plunged Sweden into an abyss of ruin.

His reign commenced in 1697. Invested with absolute sovereignty at the early age of 16, Russia, Poland, and Denmark combined to strip him of a large portion of his dominions. The martial character of Charles XII. instantly displayed itself; inured to the hardest exercises and humblest fare, he assumed the command of his troops and led them to a succession of triumphs, in which he crushed his enemies in detail, and with a rapidity before unheard of in the annals of war. At this period the Czar Peter seized the Baltic provinces of Sweden. When Charles at last turned against Russia, his splendid army was finally destroyed at Pultowa in 1709, and he with difficulty escaped into Turkey. With the destruction

of the Swedish armies in Russia 1709, the glorious period of Swedish history ends, as she thenceforth sunk into a second-rate power. Charles remained in Turkey nearly five years, during which almost all his dominions E. of the Baltic had been wrested from him by his enemies. The career of this heroic visionary ended with his being shot during his siege of Fredrikshald in 1718. Upon the death of Charles, the senate and the Diet abolished the despotism of the crown, and elected his sister Ulrica Eleonora (consort of the Prince of Hesse) as queen, upon her engaging to guarantee the new constitution which was framed. The executive power was placed in the hands of the council, where the king had only two votes. The council itself was responsible before the states of the Diet, and these governed quite absolutely. The country was torn by contentions between two political parties, "hats" and "caps." By negotiation peace was obtained for Sweden, and a portion of her territories E. of the Baltic was restored. In 1720 the queen resigned, and was succeeded by her husband, Frederic I. During his reign war again ensued with Russia.

At his death, Adolphus Frederic succeeded in 1751, in whose reign a disastrous war with Prussia occurred, and the internal repose of the country was continually disturbed by troubles, fomented by Russia, France and England, the crown and the Diet mutually striving for supremacy. Upon the death of Adolphus Frederic in 1771, he was succeeded by his son Gustavus III., who was heroic, enterprising, and a patron of literature, science, and the arts. Profiting by the discontent of the country about the troubles in the Diet, the king succeeded by his popularity among the soldiers and the inhabitants of Stockholm in making a revolution without bloodshed, and the Diet was obliged to assume a new constitution, which placed the powers of the crown upon a more just footing. Much dissension and dissatisfaction, however, arose, principally in consequence of a new extension of the royal power in 1789, and in 1792 the king was assassinated at a ball at the opera-house. The reign of his unfortunate, capricious, and obstinate son, Gustavus VI., involved the country in war with France and her allies, which resulted in the final dismemberment of two of Sweden's finest provinces, Finland and Pomerania. The distress and discontent entailed by the continued disasters of the Swedish arms ended in a conspiracy; in 1809 the king was arrested, forced to abdicate, and the Diet excluded his issue from the throne. He was subsequently allowed to quit Sweden with his family. He died in 1837 at St. Gallen in Switzerland.

His uncle, the Duke of Södermanland, was raised to the throne in 1809 as Charles XIII., and a new constitution, again to some extent limiting the powers of the crown, was decreed. The throne was also declared here-

ditary, with limitation to the male issue; the sovereign to profess the Lutheran religion. The king leaving no issue, upon the sudden death of the first chosen prince royal, in 1810, one of Napoleon's oldest generals, Marshal Bernadotte, Prince of Ponte Corvo, was elected Crown Prince of Sweden. Born at Pau, in the Lower Pyrenees, in 1764, and the son of a notary there, he entered the army at fifteen, and fought his way from the ranks to the highest honours Napoleon could bestow upon him. In 1798 he married Desirée Clary, daughter of a considerable merchant at Marseilles, and sister to the wife of Joseph Bonaparte. The tyranny of Napoleon induced the Swedes in 1812 to join the coalition against him. Norway was guaranteed to Sweden, and her troops, under Bernadotte, greatly contributed to the successes of the allies in Germany during the campaigns of 1813 and the following year, which terminated in the French being finally driven across the Rhine. In 1814 the Norwegians elected Charles XIII. as their king, and he died in 1818.

Bernadotte then ascended the thrones of Sweden and Norway as Charles XIV., and the successful efforts which he made to develop the resources of his dominions and to ameliorate the condition of the lower classes, are not amongst the least meritorious services of his long and active life, which ended in 1844.

His son Oscar I. ascended the throne in that year, and never did any king more conscientiously devote all his energies to advance the welfare of his subjects. On his death, in 1859, he was succeeded by his eldest son Charles XV., who died 1872, and was succeeded by his brother Oscar II. For the Royal Family, see §13.

Norway in the Middle Ages, and Sweden under the dynasty of Gustavus Wasa, have had glorious epochs in their history; each has, in its turn, been more powerful than it is now, but never has either of them enjoyed the same prosperity or internal tranquillity as under the dynasty of Bernadotte. A period of peace, extending over more than half a century, has not only healed the wounds inflicted through the disastrous wars of Gustavus IV., but by leading the energy and ambition of the nation into more profitable paths, has served to develop the resources of the country in agriculture, manufactures, and commerce to a degree never before attained; has given encouragement to arts and sciences, objects of solicitude to an enlightened government; and has been productive of a large number of useful reforms, foremost among which may be mentioned the remodelling, in the present reign, of the representative system, in harmony with the liberal spirit of the age.

§ 12. GOVERNMENT.

The fundamental Laws are four in number. The Constitution of 1809, the Law of Succession of 1810, the Press Law of 1812, and the Representative System of 1865. According to these laws, Sweden is a constitutional monarchy, hereditary by primogeniture in the male line alone. The executive power is vested in the Crown, the legislative is exercised by the king and the chambers jointly, so that measures may be initiated by either, but do not become law without the approbation of the Diet in the one case, or the assent of the king in the other. The *king* must be a Lutheran, and his person is inviolable; the ministers are responsible to the Diet, which has the power of appointing a special judiciary committee to try one or more of them on grave occasions. The king is commander-in-chief of the land and sea forces, makes treaties with foreign powers, and decides on war or peace, after consulting with the Council of State in full assembly. He is also the last instance of appeal in judiciary matters, which prerogative is delegated to a Supreme Court of Justice, besides other attributes of sovereignty.

The *Diet* is composed of two Chambers, co-ordinate in competence and authority, which meet in ordinary session every year on the 15th of January. Candidates for the first Chamber are elected, each for a term of nine years and without remuneration, by the provincial assemblies in the proportion of one for every 30,000 inhabitants. They must have attained 35 years of age, and for three years previously have paid taxes on 80,000 kr. (or £4444) worth of property, or an annual income of 4000 kronor or £223. Their number is 137. Candidates for the second Chamber must have completed their 25th year and possess real property, taxed to a value of 1000, or an annual income of 800 kronor, or £45. They are elected for a period of three years each, either directly by the voters of the different constituencies, or indirectly, by means of electors, delegated by the constituents. The second Chamber consists of 206 members; 64 of whom are elected by the towns, and 142 by the rural districts. The session lasts generally about 4 months, and each member of the second Chamber receives 1200 kronor, or £67, besides travelling expenses, to defray the cost of his attendance. Members of the Council of State have access to the Chambers and are free to take part in the discussions, but do not vote, except when serving on committees. Bills passed by both Chambers constitute *resolutions of the Diet*; if the Chambers disagree, the measure in question falls through for that session, except in questions of finance, which, in such a case, must be decided in a joint committee consisting of both Chambers. The total revenue of the kingdom slightly exceeds 4 millions sterling. The National Debt is about 12 millions sterling, and is being paid off by means of sinking funds.

Religion.—The Lutheran form of religion is that of the established church, to which most of the functionaries of the State are required to conform, but all sects are tolerated. The country is divided into 12 bishoprics, the diocesan of Upsala holding the rank of Archbishop; the whole establishment comprises about 3200 clergy, for the most part highly educated and exercising considerable influence in society, but often miserably paid. Matters ecclesiastical are discussed in convocation, subject to the decision of the Crown. The number of members of other creeds than Lutherans amounts to less than ten thousand, mostly Baptists and Jews.

Public Instruction.—The education of the people, of all classes, is greatly cared for in Sweden; it is rare to meet with an adult, even among the lower classes, who does not know how to read and write. In every parish there are one or more primary schools, and where the area is large and the population sparse as in the north (the parish of Gellivara is as large as the whole kingdom of Wirtemberg) these schools are made ambulatory, so as to reach all the children in rotation. In the year 1878, the primary schools numbered 9181, attended by 664,772 children of both sexes, receiving instruction from 5031 male, and 5183 female teachers and 98 per cent. of all children between eight and fifteen years were at school. The latter had been qualified at 12 seminaries, which were at the time attended by 463 pupils. In about 80 high schools, more than 700 masters imparted a more extended teaching to 16,534 scholars. The highest degree of learning is acquired at the two universities, of which, in 1864, Upsala had 83 professors and 1244 students; Lund, 62 professors and 432 students. The numbers of students have since increased to 1500 at Upsala, and 650 at Lund. Besides these, a great number of public schools and institutions supply instruction in special branches of education. Moreover, there exist various *académies* of sciences, art, literature, &c.

The *Public Press* is free, but every man is responsible, according to law, for what he publishes. Imputations of offence are referred in each case to a jury of nine, chosen respectively by the prosecutor, the accused, and the court; and the verdict, as to guilty or not guilty, brought in by two-thirds of the jury is final. There are about 150 newspapers in Sweden.

Justice.—For administrative purposes the country is divided into 24 *Län*, or shires, which are subdivided into 117 *Fögderier*, or bailiwicks, each comprising one or more *Härader*, or hundreds. To each *Län* there is a governor appointed, who is charged with its civil administration and the collection of the revenue. The capital is under a separate administration. Courts of first instance are the *Härad*-courts in the country, presided over by a judge, who is assisted by 12 peasant landowners; in towns the courts of council, composed of the burgomasters and town-councillors. Superior courts, bearing the name of *Hofrätt*, form the second instance: one at

Stockholm for Sweden proper and Norrland; one at Jönköping for Gotland, and one at Christianstad for the provinces of Skåne and Bleking. The highest instance is the Supreme Court of the King, presided over by the chancellor of justice in the perpetual absence of the king himself. There is, besides, a *hofrätt* for the forces by land and sea. All Swedish law-courts are permanent, except the *härad*-courts, which sit once, twice, or three times a year, according to circumstances.

The *Army* is composed of four classes, viz., the *Värfvade*, or enlisted troops; the *Indelta*, or national militia; *Beväring* or conscription troops; and the militia of Gotland. The first are amongst the most martial-looking troops in Europe, and comprise a force of about 34,000 men, about 4000 of which are artillery and 5000 cavalry. The *Indelta* number 23,734, and consist chiefly of infantry. The *indelta* system was established by Charles XI. and is peculiar to Sweden. The country is divided into military districts, and the proprietors of the land within those districts provide and keep the men, each having a certain portion of land, with dwelling, &c., assigned to him, which in time of peace, and when not called out for the annual review or other service, he cultivates for himself; otherwise the peasant himself must supply the labour. The men have sometimes been employed in making roads, or on other public works. Their officers had previously allotments of land from the Crown for their sustenance. Thus has been created an army of warriors, cultivators, and fathers of families, attached by indissoluble bonds to their native country. The *Beväring* consists of 125,385 troops, consisting of 116,000 infantry, 4000 cavalry, 5000 artillery, and 385 officers. The militia of Gotland is a force of 8500 men, which is not compelled by law to serve beyond the confines of Gotland. The total army of Sweden numbers 202,783 men, with 6646 horses, and 258 guns.

The *Navy* is divided into three classes, viz., the Royal Navy, the Naval Reserve, and the naval *Beväring*. The latter numbers 20,000 men. The fleet consists of 4 monitors, each mounting 2 powerful guns; and 10 gunboats, each mounting a large gun. Of unarmoured steamers there are 1 frigate, 4 corvettes, 18 gunboats, 3 transports, and 1 torpedo-boat. Also floating batteries, mortar-boats, &c., for coast defences. In all 121 vessels, carrying 5672 men, and 274 guns, with a total horse-power of 15,921.

The volunteer movement was formerly very popular, but is now falling off, except in the greater towns, in addition to which all boys, of a certain age, frequenting the public schools in town or country, are now, as part of their education, drilled by competent masters, and instructed in the use of arms.

Orders of Knighthood.—Of the 5 Swedish decorations, that of the *Sera- phim* is the highest, and only bestowed upon crowned heads and persons of

the greatest distinction. The Knights of the Seraphim, as such, become knights of all the other orders. The *Polar Star* is chiefly confined to men of science and of the clerical and legal professions. The *Sword* is for military and naval services; the *Wasa* for agriculturists, manufacturers, &c.; and *Charles XIII.* is confined to freemasons. All these orders, with the exception of the Seraphim, are so extensively bestowed that they are not held in any particular esteem.

§ 13. THE ROYAL FAMILY. THE PEOPLE.

The present king, *Oscar II.*, born 21st January, 1829, succeeded his brother 18th Sept., 1872, as “King of Sweden and Norway;” married 6th June, 1857, to *Sophia Wilhelmina Mariana Henrietta*, Princess of Nassau, born 9th July, 1836; issue four sons: *Oscar Gustavus Adolphus*, Duke of Wermland, born 16th June, 1858, heir apparent, married 1881 to *Victoria*, Princess of Baden, issue, *Gustavus Adolphus*, Duke of Scania, born 1882; *Oscar Charles Augustus*, Duke of Gotland, born 15th Nov. 1859; *Oscar Charles William*, Duke of West Gotland, born 27th Feb. 1861; and *Eugene Napoleon Nicolaus*, Duke of Nericia, born 1st Aug. 1865. Other members of the royal house are: the king’s brother, *Nicolaus Augustus*, Duke of Dalecarlia, born 24th Aug. 1831, and married 16th April, 1864, to *Theresia Amalia Carolina Josephina Antoinetta*, Princess of Saxe-Meiningen, born 21st Dec. 1836; the king’s sister, *Princess Charlotte Eugenia*, born 1830.

Inhabitants.—The population in 1880 amounted to 4,565,668. With few exceptions the inhabitants of Sweden have a common origin and a common language, although exhibiting considerable local diversities. In the richly-cultivated province of Skåne, with its numerous churches, manors and castles, fine homesteads and teeming population, the farmers are puffed up with their prosperity, labourers highly fed, and the pronunciation drawling. Their neighbours in the comparatively meagre regions of Småland are, on the other hand, quick of speech, active, pugnacious, and like the countrymen of West Gotland, much addicted to trade and mechanical arts. In Wermland, Nericia, and Westmanland, the miners and agriculturists are a hard-working, thrifty, and independent race. Södermanland, East Gotland, and Upland are fertile regions; the inhabitants of Södermanland are reputed to speak the purest Swedish; a good-natured people, less proud and obstinate than their neighbours of East Gotland, less phlegmatic than those of Upland. The Dalecarlian and Norrlander, to whose distant abodes modern civilisation, with its improvements and its drawbacks, advances more slowly, retain much of the old-fashioned ways of their forefathers in manners and life, including

the old honesty of character, which has become somewhat impaired further south. The Dalecarlians not only cling with tenacity to their ancient customs and costumes, but speak a language of their own among themselves, the old northern tongue, not understood in the adjacent provinces. Higher up in the north, the Laps wander about with their herds of reindeer, doomed to extinction, and scarcely reminded, by faint traditions in their uncouth tongue, of a time when their remote ancestors were undisputed masters of the land. Their number is about 6600; the number of Finlanders in Northern Sweden, 16,500.

Notwithstanding all minor differences, however, the Swedish nation is distinguished as a whole by many general characteristics. The nobility is numerous, but mostly poor, and since the reform of the representation, of no political preponderance as a body. The middle classes, which in our day exert an increasing influence on the destinies of states, differ little, if at all, from those of other countries; but the root and stem of the social tree—the peasants—never have submitted, in Sweden proper, to the heavy yoke of serfdom or bondage, but always preserved their liberty and thereby acquired a stamp of mind, essentially different from that produced by actual or antecedent servitude. It is among this class that the ancient characteristics of the nation show themselves most prominently; piety, honesty, morality, industry, hospitality, and obedience to the law, but also mutual jealousy and envy, ostentation, superstition, and a particular admiration of things foreign. Wise and sound laws have, of late, put limits to the excessive consumption of ardent spirits, formerly prevailing among the lower orders; and while, some few years ago, drunken brawls were only too common at posting-stations and other places, the traveller now-a-days rarely meets an intoxicated person.

§ 14. PRODUCTIVE INDUSTRIES.

Agriculture, &c.—Sweden is essentially an agricultural and pastoral country, and exports considerable quantities of corn and cattle. The soil in many districts is, however, light, poor, and thin. There are some 5,000,000 tunnland under tillage and 4,000,000 tunnland pasturage, or about one-ninth of the surface of the country; the rest is forests, rocks, and waste lands. During this century great progress has been made in cultivation, so that in 1863 the value of arable and pasture lands was estimated at 1,831,947,000 kr., burdened, however, with a debt of 350 millions or 18 per cent, expended in improvements, for which there is still a very great field. The annual production of all sorts of corn, in moderately good years, is calculated at 100 millions of cubic feet, chiefly rye, barley and oats, the wheat crops not exceeding 4 per cent. of the whole, besides some 60 or 70 millions cubic feet of potatoes. Considerable quantities of this

root, as well as corn, are annually consumed by the distilleries, which in 1863 produced 15,500,000 cans, yielding an excise revenue to the Government of 9,200,000 kr., besides mainly contributing to the licence-tax for retailing spirits, rendering nearly as much more, but which sum, with a wise liberality, is allotted to the different communes, for objects of local utility. Peas and beans are cultivated to a limited extent, as also flax, hemp, hops, tobacco, rape, and other seeds, beetroot, &c. Throughout Sweden the farms are generally small, the average of arable land being about 28 acres; almost all the farmhouses and outbuildings are of wood. In some districts there are public corn magazines for times of scarcity, the uncertainty of the climate and early frosts being serious drawbacks to agriculture.

Horses, cattle, &c., are extensively reared, and improvements of race promoted by public establishments for breeding. Great efforts are also made to improve the breed of sheep, by importing the best kinds of stock from England, Spain, and Saxony. As far as indicated by recent official returns, the numbers of farm animals in Sweden may be set down at 500,000 horses, 2,000,000 of horned cattle, 2,000,000 of sheep and goats, and 500,000 swine, or thereabouts.

Forests are of increasing value and importance in Sweden, and vast tracts of large timber have of late become available by means of railway transport. Wood is extensively consumed within the country to make charcoal for smelting iron or other ores, and to supply fuel for all domestic uses, there being little, if any, coal for such purposes produced in the country; also for ship-building, which is carried on in most of the towns along the Swedish coast, for fencing, and for the manufacture of tar and potash. Immense quantities of wood are exported to foreign countries in the shape of timber and deals. Fir and pine are the prevailing trees in the Swedish forests.

Mines are a considerable source of the national wealth, particularly the iron-mines, of which the most noteworthy are Dannemora and Österby, in Upland; Persberg, in Wermland; Taberg, in Småland; and Gellivara, in the far north, a whole mountain of rich iron-ore, but difficult of access. Åtvidaberg, in East Gotland, and Falun, in Dalecarlia, are celebrated for their copper-mines; the latter, however, which has been worked for a thousand years, is becoming gradually exhausted. Silver is obtained at Sala, in Vestmanland; likewise a very old and interesting mine. The Swedish iron is amongst the finest in the world, and is extensively used in England and elsewhere for making steel. All mining operations are conducted under licences from the College of Mines. The ores being smelted by charcoal, the leading object of these restrictions is to prevent too great a destruction of the forests. The iron trade of Sweden is making

steady progress. In 1878 nearly 800,000 tons of iron ore were raised; and the pig-iron produced amounted to 392,278 tons, the bar iron to 230,000 tons, and the steel (a good deal of which is made by the Bessemer process) to 73,800 tons. In the same year 2983 lbs. of silver were extracted, and notable quantities of copper, zinc, lead, nickel, and cobalt. Other sources of mineral wealth are oxide of manganese, coal, sulphur, red-ochre, vitriol, plumbago, porphyry, and marble.

Fisheries.—On the west coast the take of cod, ling, mackerel, lobsters, crabs, and oysters, is considerable; and the herring shoals, which for many years had almost deserted these waters, are again becoming more abundant. In the gulfs of Bothnia and Finland great quantities are caught of a small fish called *strömming*, about the size of a sprat, but more delicate in taste; whether fresh or cured like herrings, they are highly esteemed in Sweden and Russia. Salmon are taken in considerable abundance in nearly all the rivers upon the coast, and the inland lakes and rivers are rich in varieties of fine-flavoured fish.

Manufactures, like all other industries in Sweden, are steadily progressing. From 857 manufactories, producing goods to the value of 13,174,000 kr. in 1830, the number had increased to 2473 in 1863, and the value of their produce to 66½ millions, in which sum the Motala engine-factory alone figures for 6 millions of kr. Among the other principal establishments of this kind may be mentioned woollen and broadcloth, tobacco, leather, iron and steel manufactories, cotton and paper mills, cannon foundries, sugar refineries, &c. The total value of manufactured articles rose in 1866 to 83,748,500 kr.; but considerable quantities of foreign goods are likewise imported for use.

Domestic manufactures are much pursued among the country people, the long and rigid winter season, with its dark nights, engendering the habit of in-door employment. Thus, the peasant's clothing, implements, and household goods, are in great part the work of his own hands and those of his family, and costing nothing for labour, compete, to a great extent, successfully with factory-made goods, however cheap. The articles are necessarily of the simplest, but generally well made, as instanced by the furniture of Halland and elsewhere, the clocks of Mora and grindstones of Orsa in Dalecarlia, the flagstones of Oland, the woollen and cotton fabrics, iron-wire and basket-work of Elfsborg, the linen fabrics of Norrland, &c., in which no inconsiderable amount of inland trading is carried on.

§ 15. COMMERCE AND NAVIGATION.

The foreign trade is chiefly confined to exports of iron and steel, timber and deals, corn, copper, tar, lucifer-matches, &c.; and to imports of sugar,

coffee, and other colonial products, wines, oil, salt, hides, tobacco, cotton, wool, silk, coal, &c.; and is carried on principally with Great Britain, the United States, France, Holland, Lubeck, Hamburg, and Denmark. In 1830, the total value of imports and exports amounted to 45,600,000 riksdollars; in 1866, it had risen to 220,000,000. In 1873, the aggregate value of Sweden's *Imports* was 271,000,000 kr., of which 95,000,000 came from Great Britain; and of *exports*, 222,000,000 kr., of which 131,000,000 were taken and paid for by Great Britain. Both the imports and exports have more than doubled during the last ten years. The principles of free trade, predominant of late years, especially since the treaty of commerce and navigation concluded with France in 1865, have already shown their beneficial influence.

At the end of 1866, the Swedish mercantile navy consisted of 293 steam-vessels of 9500 nominal horse-power, and of 3323 sailing-vessels, measuring together 89,559 new lasts (about 350,000 tons). Altogether, 638,610 new lasts were required for import and export during the year, or 35,181 new lasts more than the previous year. In the coasting trade were employed 2113 national vessels, with a burthen of together 25,811 new lasts. At the end of 1879 the mercantile navy numbered 4327 vessels; 764 of which were steamers, and 3563 sailing vessels; with a total burthen of 543,594 tons. Gothenburg has the largest amount of shipping, and next to it Stockholm. Both the foreign and coasting trade of Sweden are open to the vessels of all nations.

§ 16. LITERATURE, &c.

Literature, as well as the arts and sciences, has been most successfully cultivated in Sweden. Celsius, Rudbeck, Svedenborg, Linnæus, Scheele, Bergman, Bellman (the Swedish Anacreon), Berzelius, Tegnér, Geijer the historian, are but a few names, picked out among a great number of authors and men of science. In most of the large towns there are extensive libraries, as for instance that of Upsala, with more than 200,000 volumes, and 7000 MSS.; the royal library of Stockholm, with 200,000 volumes, and 5500 MSS.; the library of Lund, with 100,000 volumes, and 2000 MSS. Among the museums, that of the Academy of Sciences, at Stockholm, is remarkable for its collections. The literary and scientific society in Upsala, Lund, and the capital, is of the most attractive and unostentatious description. Nordenskiöld and Torell are renowned as Arctic explorers. Of architects, Sweden has had the two Nicod Tessin, father and son, Zettervall; of sculptors, Sergel, Byström, Fogelberg, Qvarnström, Molin; of painters, Ehrenstrahl, Wertmüller, Wickenberg, Egion Lundgren, Wahlberg, and others. The Swedes are passionately

fond of music and the drama. Jenny Lind was born in Stockholm, Christine Nilsson in Småland, and several other Swedish nightingales have delighted European audiences; the students of Upsala are famous for their concert-singing. Many of the Swedish national airs are very charming; several considerable collections of them have been made and published in Stockholm.

§ 17. CHURCHES.

There are in Sweden about 2500 churches and chapels, many of them of high antiquity, and very interesting; as for instance, the cathedral at Upsala; the cathedral churches of Strengnäs, Lund, Linköping, and Westerås; the churches in the Isle of Gotland, 9 of which exist in ruins in its capital, Wisby, and a number of others, entire or in ruins, in the Province of Skåne and elsewhere. A Swedish artist, Mr. Mandelgren, has made a large collection of ecclesiological drawings of no ordinary merit, which have been published, and prove how rich Sweden is in objects of interest to the ecclesiologist.

§ 18. CANALS.

With reference to her home and foreign trade, canals are of great importance to Sweden, on account of the two Belts and the Sound being in the hands of the Danes, who, in case of hostilities, would have the command of these entrances to the Baltic. The object of forming a direct water-communication from the centre of Sweden to the North Sea originated in the early part of the 17th centy. The great difficulty to overcome was the difference of level in the Gotha river at Trollhättan Falls, and this was at length, though not until 1800, accomplished by blasting out of the solid rock a canal about 3 English miles long, parallel with the river. In 1819, Södertelge canal, from Lake Mälaren to the Baltic was completed, and in 1823, the long line of canal communication was opened between the Baltic at Söderköping and the great Lakes Wetteren and Wenern; this, however, necessitated the rebuilding and widening of the *Trollhättan Canal*, which was accomplished in 1855, since when steamers ply regularly on this route between Stockholm and Gothenburg. In addition to the above, the *Canal of Arboga* unites the Mälaren and Hjelmars lakes, and that of *Strömsholm* connects Lake Mälaren with the province of Dalecarlia by the Lakes Barken. *Dalslands Canal* and *Seffle Canal* connect the Lakes of Dalsland and Wermland with Wenern and Gotha Canal.

§ 19. POSTAL AND TELEGRAPH SERVICE.

The telegraph is in much more common use than in England; the wires ramify in every direction, even as far north as Lapland. The traveller will find it of the greatest service in ordering rooms at hotels, berths in steamers, or in sending förbud for horses, &c., &c.

The charge is 1 krona for 20 words in Sweden.

„	7	kronor	92	ö.	for 20 words to England.
„	1	„	80	„	Denmark.
„	2	„	16	„	Prussia or Norway.
			25	öre	for every 5 words over 20.

There are 180 telegraph stations, and 6787 miles of line open.

From 1838 post-offices are forwarded, yearly, as many as 41,000,000 letters; the number increases every year. The means of transit employed consists of 120 steamers, 301,218 Swedish miles of carriage by railway, 521,290 miles by mail coaches (conveying, moreover, about 30,000 passengers), and 230,000 miles by carriers. The inland postage is 12 öre for a single letter (under half an ounce), registering 24 öre; post-office orders are charged 20 öre for amounts not exceeding 50 kroner, and 24 öre for sums above, up to 100 kroner, which is the highest sent in this way. Foreign mails are dispatched daily; postage for a single letter to every country 20 öre; Post-cards, 10 öre.

§ 20. BOOKS AND MAPS..

- Du Chaillu*.—‘Land of the Midnight Sun.’ 2 vols., with map. 1882.
Hutchinson, A.—‘Try Lapland.’ 1870.
Kent, S. H.—‘Within the Arctic Circle.’ 1877. 2 vols.
Macgregor.—‘Rob Roy on the Baltic.’ 1867.
Marryatt, Horace.—‘One Year in Sweden.’ 2 vols. 1862. (Old, but very useful and instructive.)
Powell, Baden.—‘Canoe Travelling.’ 1871.
Rae, E.—‘The Land of the North Wind.’ 1875.
Shairp, T.—‘Up in the North.’ 1872.
Vincent, jun., Frank.—‘Norsk, Lapp and Finn.’ 1881.
‘Ten Years in Sweden,’ by an Old Bushman. (Wheelwright.) 1865.
Woods, F. H.—‘Sweden and Norway.’ 1882.
‘Long-Vacation Rambles in Norway and Sweden,’ by X. and Y., two unknown quantities.’ 1857.
Taylor, Bayard.—‘Northern Travel. Summer and winter pictures of Sweden, Lapland, and Norway.’ 1858.

The *Tidtabellen* and *Sveriges Kommunikationer* (official Railway Guides) contain small but correct maps of the railway system. M. du Chaillu's "Land of the Midnight Sun" has an extensive map of both Norway and Sweden. An *Atlas öfver Sveriges Län och Städer* has been published by Dr. Roth. The fine ordnance map on a scale of 1:100,000, *Generalstabens Karta öfver Sverige*, is not yet completed; but the published sheets, which number about 60, are highly recommended; two out of the three plates of the *Generalkarta öfver Sverige* on the same scale are published.

§ 21. SKELETON TOURS IN SWEDEN.

Note.—In sketching the following tours, the aim has been to press in as many of the most noteworthy places and objects as can be conveniently seen within a certain limited time, rather than to assign to each tour a separate district. It would hardly be worth while to make a tour of pleasure in Sweden without visiting the capital and following the course of the Gotha Canal. These have therefore been included in each of the above tours. The routes will indicate a great number, though necessarily not all, other interesting localities and the way to them, for such visitors as have more time at their disposal, or who take a special interest in sport, antiquities, geology, or other matters. It should be borne in mind that, in planning a tour through any part of Sweden, in which it is designed to make use of steamers or other public conveyances besides railways and post-horses, attention must be paid to the days of the week on which they travel, and how one may be found to correspond with another. Without this precaution much time may be wasted, as these means of communication are not always of daily occurrence, and sometimes start only once a week. Moreover, they are liable to be changed, and the steamers, in particular, alter their times of starting as the season advances. The following indications, therefore, although safe enough as to their general scope, must not be depended upon absolutely in particulars, but should be compared with the latest way-books or advertisements which the traveller will find on arrival in the country.

During the progress of railway communication, it would be impossible to specify with exactitude the time necessary for performing any special Tour, because the opening of new lines somewhat affects the time-tables of lines already open.

N.B.—Travellers in Sweden should bear in mind that the Government Railways employ two different time-tables for summer and winter, owing to the severe climate. From 1st or 15th of May to 1st December the summer time-table is in operation: for the rest of the year the speed is slackened, owing to frost and snow, and their effects on iron rails and wheels, although night and day expresses run on the main line from Stockholm to Christiania, Gothenburg and Malmö.

All the branch lines have accordingly also different time-tables for summer and winter; but the time-table for all railways, as well as many steam-boats, may be had at every Railway Station for 10 öres; and this is published every Saturday morning.

N.B.—The w. c. will be found scrupulously clean and airy, and to occupy a separate building.

The following tours may be indicated for the guidance of English travellers who have only a limited time at their disposal for a visit to Sweden. Including the journey from London and back, they might occupy—

TOUR I.—ABOUT EIGHTEEN DAYS.

DAYS.

1. London to Hull by train, *Friday* afternoon.
2. Mail-steamer to Gothenburg.
5. See Gothenburg.
6. Canal-steamer to Stockholm. (Rail much quicker.) Trollhättan Falls. Gotha Canal.
8. Stockholm. Two or three days may be employed in seeing Stockholm and its vicinity, parks, &c., with drives to Ulriksdal, Haga, Solna, and Karlberg, and to Drottningholm.
11. By early train to Upsala. Visit castle, cathedral, &c. Rail to Old Upsala and back, seeing the old church, mounds, &c. Drive to Krukenberg; take boat to Skokloster.
12. See the château of Skokloster as early as possible; the steamer from Upsala calls at 10 a.m. A pleasant trip down the fjord to Stockholm in time to finish the day with a drive.
13. 9 a.m. a steamer from Riddarholmen for Gripsholm, back in the evening.
14. Early train to Gothenburg, where the steamer for Hull awaits its arrival.

TOUR II.—ABOUT THREE WEEKS.

This short extension of time will afford opportunities of seeing a little more of Sweden and returning by way of the continent. The same as Tour I. to 14th day.

DAYS.

14. May be spent at Stockholm in excursions to Djurgården, with Rosendal and Byström's Villa, dining at Hasselbacken, &c.
15. Take ticket to Mjölbe; change carriage at Kathrineholm; 20 minutes for breakfast; Norrköping, Linköping, and Mjölby. Railroad to Skenninge in the evening.
16. Coach leaves Skenninge 1.15 a.m.; 4 hours to Ödeshög, where the Lake Wetteren comes in view. Grenna, stop $\frac{1}{2}$ an hour; Jönköping, stop night.

DAYS.

17. Early train to Lund; see cathedral, &c.
18. Train to Malmö; go straight on board the Stralsund steamer, which starts about 2 in the morning,
19. arriving at Stralsund in time for the train to Berlin. Express the same evening to London.

TOUR III.—TWENTY-FOUR DAYS (INCLUDING WISBY).

This addition of 4 days to Tour No. 2 would give the opportunity of spending 2 additional days while at Upsala, in visiting the Dannemora mines, Österby, &c., and of devoting 1 day more to Stockholm, in which case the excursion to Gripsholm would have to be postponed from the Wednesday to the Sunday, and the departure for Norrköping to Monday morning. The fourth day would be well spent in going over some of the manufacturing establishments in that town, and an extra day at Linköping also, would still bring the tour to an end in London within the 25 days, or on the Tuesday morning following.

To Tour I. this extended term would add a week. From London by way of Gothenburg as before.

DAYS.

- 8 and 9. Stockholm.
10. Excursion to Gripsholm and back.
- 11 and 12. In Stockholm.
13. At 6 p.m., by steamer from Riddarholmen to Wisby, 14 hours' voyage.
Stay to explore the town and island, or proceed with the steamer to Borgholm and Kalmar and back. Return from Wisby on 16.
17. Rest in Stockholm (*Sunday*).
18. Morning by train to Rosersberg on the Upsala line; see the palace, and continue by steamer from the nearest landing-place to Upsala.
19. To Old Upsala, &c., and Skokloster.
20. Steamer from Skokloster back again to Stockholm.
21. Morning by train to Gothenburg, and thence by steamer to Hull.

TOUR IV.—ABOUT TWENTY-FOUR DAYS.

Leaving London as by Tour I.

DAYS.

8. Stockholm.
- 9, 10, 11. See Stockholm and its environs.
12. Gripsholm and back.
13. Steamer from Riddarholmen to Upsala (Rail much quicker); see Old Upsala, mounds, &c.
14. Rail to Dannemora; see mines. Österby; back to Upsala.

DAYS.

15. Drive to Krusenberg. Rail to Sala; see silver-mines.
16. Rail to Falun, by Krylbo and Storvik; see Great Copper-mine.
17. Falun. Excursion by steamer to Ornäs, Leksand, Lake Siljan to Mora and back.
18. Excursions. Rail to Smedjebacken.
19. Steamer, by Strömsholms Canal and Lake Mälaren, in about 24 hours.
20. Stockholm.
21. To Gothenburg, by rail.

TOUR V.—FROM FIVE TO SIX WEEKS.

Leaving London on a *Monday*, by way of Ostend, so as to be in Lubeck by noon on the Wednesday, and starting from London so early in June that, allowing 10 days for the journey to Stockholm, the traveller will reach that capital before the 17th, the tour may be arranged as follows:

DAYS.

3. (*Wednesday*) by steamer from Lubeck to Copenhagen.
4. Cross to Malmö, stop night.
5. By train to Lund, time to see the Cathedral, &c.; to Alfvesta and Wexiö.
6. Train to Kalmar. The steamer for Gotland leaves Kalmar at 4 p.m., and, touching at Borgholm on Öland, arrives
7. Morning at Wisby. The voyage from Borgholm is without interest, and the night best passed in sleep. See the ruins of Wisby, and explore the island.
10. At 7 p.m., by steamer to Stockholm.
11. Morning, arrival at Stockholm, making in all 10 days from London. On or about the 17th of June there is usually a steamer for Haparanda, making the passage in 72 hours, remaining there 4 days and 3 nights, ample time for a journey up to Avasaxa, to see the midnight sun, and returning in about 60 hours to Stockholm, together 8 days. This trip would come in somewhere between 6 additional days given to see the capital, and so, the whole of that fortnight ended, brings us to
18. Steamer to Upsala; see Old Upsala, mounds, &c.
19. Rail to Sala; see silver-mine.
20. Back to Upsala. Rail to Dannemora.
21. Dannemora; see mines, Österby, &c.
22. Rail to Gefle.
23. From Gefle to Falun Great Copper-mines.
24. Excursions. Lake Siljan and back.
25. To Smedjebacken, by Rail.
26. Steamer through Strömsholms Canal and Lake Mälaren to
27. Stockholm.
28. (*Sunday*) rest.
29. Trip to Gripsholm and back.

DAYS.

30. Steamer from Stockholm through the Gotha Canal to Gothenburg.
 33. Gothenburg to Hull.

[N.B. If later in the season, or if the traveller does not care for the journey to Haparanda, a week may be spent from Gefle by steaming up to Hernösand and along the beautiful Ångermann river to Sollefteå, returning the same way to Gefle; or an additional week may be pleasantly employed in Stockholm; or it may be divided between Stockholm, Norrköping, and Gothenburg in the following manner :—

29. Early train to Norrköping; see Manufactories. Excursion to Finspong and back.
 30. Rail to Norsholm, where the canal-steamer touches for Gothenburg.
 33. Gothenburg to Hull.]

[By prolonging this Tour a week, Excursions may be made from Gothenburg to Marstrand, Särö, Bohus castle, and other places in the neighbourhood. A train also leaves Gothenburg at 11 a.m. for Jönköping, arr. 5 p.m., and returns next day at 6.45 a.m. to Gothenburg, arr. at 1 p.m.; or a long day may be spent in going by the 6 a.m. train to Lilleskog, exploring the Halleberg and Hunneberg, and returning, with a 2 hours' stop at Herrljunga, to Gothenburg at 1 in the night.]

TOUR VI.—SIX WEEKS.

Omitting the midnight sun at Haparanda, a slightly modified arrangement may be suggested for a tour of the above duration. It would include the journey from London to Malmö, as in the previous Tour.

DAYS.

5. From Malmö to Lund by rail.
6. Train to Jönköping.
7. (*Sunday*) rest.
8. Train to Gothenburg (change at Falköping).
9. Gothenburg.
10. Canal-steamer to Söderköping.
12. By coach or post-horses to Norrköping.
13. By rail for Stockholm.
- 14, 15, 16. Stockholm.
17. Excursion to Gripsholm and back.
18. Steamer to Upsala; see Old Upsala, mounds, &c.
19. Rail to Sala; see silver-mine.
20. Back to Upsala. Rail to Dannemora.
21. See mines, Österby, &c.

DAYS.

22. Gefle.

23—27. Excursion to Hernösand, Sollefteå and back.

[N.B. Should there not be steam communication to fit in with the days allotted for this excursion, and time be an object, proceed at once to Falun, and divide the days between that place and Stockholm.]

27 or 28. Rail to Falun. Copper-mines.

29, 30. Excursions. Lake Siljan by steamer; Leksand and Mora.

31. Smedjebacken.

32. Steamer, through Strömsholms Canal and Lake Mälaren, to Stockholm.

33—36. In Stockholm.

36. By steamer from Riddarholmen to Wisby.

27, 38, 39. In Wisby and the Island of Gotland.

39. Steamer from Wisby to Kalmar.

40. By steamer from Kalmar to Lubeck, about 24 hours. Lubeck to London.

TOUR VII.—TWO MONTHS

would give ample time to make a sporting tour to Lapland. Crossing the Channel and visiting Brussels, Cologne, Hanover, Hamburg, Kiel, Copenhagen, Elsinore, and the Sound, Stockholm, and Luleå, so as to arrive at the latter place towards the end of August. Then up the Luleå river, when a fortnight or even three weeks would remain for the fishing and shooting at Quiekjoek, returning home again *viâ* Stockholm, Gotha Canal, Gothenburg, and Millwall Doeks. Total expense of this tour for two persons would not exceed £150.

CIRCULAR TOURS.

Tickets for circular tours from Hamburg and Copenhagen to various parts of Sweden may now be obtained in those cities. The following are examples of some of these.

Tour 1. 1st class, 199 kr. 30 ö. 2nd class, 99 kr. 30 ö.

Hamburg, Fredrikshavn, Gothenburg, Katrineholm, Stockholm, Katrineholm, Väsby, Malmö, Copenhagen, Korsör, Kiel, Hamburg.

Tour 2. 1st class, 167 kr. 80 ö. 2nd class, 131 kr. 20 ö.

Hamburg, Frederikshavn, Gothenburg, Kristiania, Kil, Falun, Storvik, Sala, Upsala, Stockholm, Katrineholm, Malmö, Copenhagen, Korsör, Kiel, Hamburg.

Tour 3. 1st class, 135 kr. 2nd class, 104 kr. 10 ö.

Copenhagen, Malmö, Katrineholm, Stockholm, Laxå, Kil, Kristiania, Gothenburg, Fredrikshavn, Fredericia, Nyborg, Korsör, Copenhagen.

ROUTES THROUGH SWEDEN.

ROUTE 1.

STOCKHOLM AND ITS ENVIRONS.

Passing under streets and over viaducts, the train reaches

Stockholm Central Terminus in Tegelbacken, connected by a bridge with Riddarholmen, and less than 10 minutes' walk from the principal hotels and the Norrbro.

Omnibuses to the principal hotels. Droskey-stand outside Stat. With one horse and for one or two persons, 1 kr., and 20 ö. for each piece of luggage. Between 11 p.m. and 6 a.m. these fares are increased by one-half. The foreman gives a ticket with number. Porter or stadsbud at station.

Inns. **Grand Hotel**, Blasieholms-hamnen, opposite the E. front of the Royal Palace, close to the landing-place of the Baltic steamers, and to the National Museum, one of the finest hotels in Europe, has 300 bedrooms. Meals à la carte. Baths. A splendid and comfortable house, 5 stories high, in a pleasant and central position; good, well-managed.

In the *Café* on the ground-floor will be found Swedish and foreign newspapers. Foreign languages are spoken.

Hotel Rydberg, in the square or "torg" called Gustaf Adolf, opposite the Royal Palace, has 120 apartments, attendance 35 ö. extra. *Service à la carte*. Breakfast, with coffee or tea, served in the private rooms at 60 ö.

Try "Blandad Compott" at Rydberg's.

Hotel Kung Karl, at the Brunkeberg's torg, close to Rly. Stat., 120 rooms, is also good. Cuisine excellent.

"**Hotel W. 6**" (name of a musical society, proprietors of the house), opposite the railway terminus, new, elegant, 100 rooms, managed according to English custom. Good.

2nd Class Hotels: Hotel Scania, 25, Drottninggatan, with baths; Kanan, 16, and de la Croix, 15, Brunkeberg's torg; Scandinave, 16, Norra Smedjegatan (a quiet street with several 2nd class hotels); Frankfort, 16, and Reisens, 12, Skeppsbron. The prices of apartments in these hotels are ordinarily from 1 kr. 50 ö to 3 kr. per day, and it is customary to give the chambermaid and the male attendant 50 ö. each per day if the stay be short, less in proportion if longer.

At most of these houses dinners are not served, but visitors take their meals at the *hôtels* or *Restaurants*, which, besides Grand Hotel, Rydberg, Kung Karl and "W. 6," the following are the best: Hotel Phoenix, 71, Drottninggatan; Operakällaren, Gustaf Adolf's torg; Freemasons' tavern; Svensson's Källare, Slottsbacken, in the city; Kahns Källare, at Mosebacke, with a beautiful view of Stockholm and surroundings; and a number of others in and around Stockholm, where persons may dine comfortably for a couple of kronors, without wine. A peculiarity in the Swedish dining-rooms is the side-table, with bread and butter, cheese, and other condiments, and a decanter containing

PLAN OF STOCKHOLM

Scale of English Yards

100 50 0 100 200 300 400 500 600 700 800 1/2 mile

EXPLANATIONS & REFERENCES

The dotted lines show the Omnibus Steamers routes

- | | |
|---|-------------------------------------|
| 1. <i>Hydberg's Hotel</i> C. 5 | 12. <i>The German Church</i> D. 6 |
| 2. <i>Hotel King Carl</i> C. 4 | 13. <i>General Post Office</i> C. 6 |
| 3. <i>Prince Oscar's Palace</i> C. 5 | 14. <i>Grand Hotel</i> E. 4 |
| 4. <i>National Museum</i> E. 5 | 15. <i>Southern Theatre</i> E. 8 |
| 5. <i>Riddarholm's Church</i> C. 6 | 16. <i>Opera House</i> D. 5 |
| 6. <i>Post Office</i> C. 5 | 17. <i>The Theatre Drama</i> D. 4 |
| 7. <i>The Bourse</i> C. 4 | 18. <i>The Small Theatre</i> D. 4 |
| 8. <i>Custom House</i> E. 6 | 19. <i>Foreign Office</i> E. 4 |
| 9. <i>The Bank</i> D. 7 | 20. <i>The English Church</i> A. 3 |
| 10. <i>Fine Arts Academy</i> C. 5 | 21. <i>St. Jacobs Church</i> D. 4 |
| 11. <i>Electric Telegraph Office</i> C. 6 | 22. <i>St. Nicholas Church</i> D. 6 |
| | 23. <i>Blasieholms Church</i> E. 4 |
| | 24. <i>House of Parliament</i> C. 6 |





distilled spirits (*brännvin*), to which most Swedish gentlemen apply themselves before sitting down to dinner.

Stora Sällskapet is a club, 4, Arsenalsgatan, to which gentlemen are recommended to obtain introduction, which can be readily had from any leading merchant or banker. It is most comfortable in every respect, and has a very good cuisine, coffee-room, library, and Reading-room, where the principal Swedish and foreign newspapers are found.

Cafés. Besides Rydberg, Kung Karl and "W. 6," there are the *Café du Bazar* at Norrbro; the *Strömparterren*, a lovely little spot, below Norrbro, with the serving saloon under one of the arches and plantations of trees outside, where you may sit and watch the little steamers departing to, or arriving from the Djurgården park, every few minutes. A band plays here in the summer evenings. *Berns*, in Berzelius' park, near the Kungsträdgård; also with a band on summer evenings; likewise in the Kungsträdgård itself (Karl XIII.'s *torg*). Several in the Djurgården, among which *Hasselbacken* is the principal, where also capital dinners may be had at moderate prices, with good wines and iced Bavarian beer. The hours at the restaurants and also at the club, are 8 to 12 for breakfasts; 2 to 6 for dinners; 8 to 11 for suppers.

Cafés for ladies. *Dam-Cafés.* Most of the pastry-cooks have a room set apart for ladies, where coffee, chocolate, pastry, wine, but not spirits, are served, and smoking is not allowed. The most elegant is *Grafström's*, Fredsgatan, where excellent chocolate and pastries are served. *Sundell's*, 57, Drottninggatan and *Berg's*, 14, Regeringsgatan, and others are also very good.

The *Post Office* in Kungsholmsbrogatan, near the Academy of Fine Arts, and *Lilla Nygatan* 6, open

from 8 in the morning till 9 in the evening, and on Sundays between the hours of 9–11 a.m., 1–2 and 7–8 p.m. Letters for town and country must be prepaid; the former with a 6 ö., the latter with a 12 ö. stamp. Foreign letters need not be prepaid. There are letter-boxes placed at many street corners; those painted *red* are emptied of their contents late in the evening.

The *Telegraph Office* is at No. 2, Skeppsbron; open day and night. There are several branch offices, including one at the Grand Hotel which is open from 10 a.m. till midnight.

Baths, warm and cold: 3 Malm-torgsgatan:—At Gamla Norrbro, No. 5, Nya Kungsholmsbrogatan, behind H. Rydberg, hot, cold and vapour from 7 a.m. to 10 p.m. *Swimming baths in Summer* for gentlemen at Strömsborg; for ladies at Skepsholm and Djurgården.

English Church Service in a Gothic chapel, built in 1866, in Rörstrandsgatan, near the N. end of Drottninggatan. Sundays at 11 a.m.

Commissionaires (Stadsbud) are recognised by their wearing a round cap, in front of which is a plate inscribed with the word "Stadsbud," and numbered. Whenever charged with an errand, letter, or parcel, the commissionaire is bound to give a receipt; the charges are 12 to 25 ö. for an errand or a letter, according to distance; 50 ö. for a larger parcel, and 75 ö. for a truck-load. There are offices at No. 45, Mäster Samuelsgatan, No. 3, Norrlandsgatan, and other places, where complaints are received in reference to miscarriages, and compensations allowed for losses up to an amount of 25 kr. if reported within 24 hours.

Steamboats. 40 or 50 small and undecked steamboats run in all directions,

and for very small fares, across and along the many waters that intersect Stockholm. There are more than 20 routes or passages on which these little skiffs are constantly plying at fares of a few öres (see Plan).

Steamboats daily for the Baltic and Gulf of Bothnia, touching at the Ports : Gefle to Haparanda, in 5 or 6 days, including stoppages ;—to St. Petersburg by Åbo and Helsingfors, 3 times a week, in 50 to 60 hrs. ;—to Stettin in Prussia weekly ; to Lübeck twice a week, 44 hrs. The steamers for the Mälaren and Interior Lakes start from the Riddarholm.

Cabs or *Droskas* (Åkare) stationed in various parts of Stockholm. are generally open, sorry vehicles, drawn by one or two horses. A drive to any place within the town costs 1 kr. for one or two persons. By the hour the charge is for one or two persons 1 kr. 25 ö. the first hour, and for every half-hour beyond that time 75 ö. When requiring a vehicle for an excursion, it is better to order a

Livery-carriage (Hyrkusk), at Westertings, No. 9, Lilla Vattugatan, or some other place of the same description, where the tariff can be seen at the office. These carriages, drawn by 2 horses, are well appointed ; open or shut, hold 2 or 4, and cost about as much as in Paris.

Omnibuses have been superseded by horse *Tramway carriages*. The pavement is generally good, except in the back streets. There are 3 principal lines of tramway :—

1. From the Gustaf - Adolfs-Torg, near the Norrbro, to Kungsholmen.

2. The Ring Line (*Slussen-Norrmalm*) from Slussen to the Norrbro, thence to Roslags Torget, past the Adolf Fredriks Kyrka to Salu Torget, returning by the Klara Strand Gatan and across the Vasabro to Slussen.

3. The Norrbro-Djurgård Line from

the Norrbro, or from the Norrmalmstorg to the Djurgård.

Ministers from Great Britain, the United States, and other great powers, reside here. Also a British Consul.

Many articles and stores, requisite for travellers and sportsmen, can be obtained at moderate prices at the "British Magazine," 19 Nya Kungsholmsbrogatan, and the English firm, which conducts this business, is capable of giving sound information about Sweden.

Photographer. G. Florman, K. Hof Photographer, No. 28, Ringsgatan.

Money-changer. Aug. Lindholm, speaks English. No. 70, on the Palace Bridge.

Porcelain Manufactories. Rörstrand, Blaiseholmshamnen 4 ; Gustafsberg, Lilla Nygatan 14.

Principal Sights.—The Royal Palace, Library, and Stables (pp. 54, 55, 61) ; the National Museum (p. 58) ; the Ethnographic Museum (p. 60) ; the Riddarholms Church (p. 56) ; the Storkyrka (p. 56) ; the Academy of Sciences (p. 61).

History.—Stockholm, with its 182,358 inhabitants, occupies in the present day a considerable surface, divided, as it is, by several intervening watercourses. In earlier times it was chiefly confined to what is now more strictly called *the city*, comprising the middle islands in the outlet of the lake Mälaren to the Baltic, by which piratical fleets often had penetrated, with fire and sword, into the heart of the country. Here, in the 13th centy., the powerful Earl Birger founded a stronghold, which, from its natural position, soon became the capital of Sweden. But ages before, the place was famed in legend and song, especially as the scene of the great "Svia" King Agne's tragic end, who,

having, in a war with the Finns, slain the king of that country and carried away his beautiful daughter Skialf, resolved to marry her and celebrated his wedding immediately on the return of his fleet to the entrance of the Mälaren. The king, who wore around his neck a heavy gold-chain, brought from Finland by one of his ancestors, and fated to be the death of the greatest of the “Ynglingar,” fell asleep, with all his men, after the revelries, and Skialf and her brother hung him on a tree by that very chain, and then made their escape back again to Finland. After that event the place was called *Agnefit*. Later on, when a fleet of Esthonian pirates had entered the Mälaren, devastating its shores, the inhabitants of Sigtuna hid their valuables in the hollow trunk of a tree, or “stock,” and sent it afloat. When Sigtuna had been destroyed and the pirates returned home, this stock was found near Agnefit, which thenceforth was called *Stock-sound*. Be this as it may, certain it is that Stockholm was founded and strongly fortified by Earl Birger about the year 1260, since which time it has had to endure many a protracted siege and to witness events of the most stirring character. From the 7th of October, 1501, to the 27th March following, the citadel was held against the insurgent Swedes, by the heroic Christina, queen of John of Denmark, who had left her in command of a garrison of about 1000 men. That force at length reduced by famine and the sword to 80, she was compelled to capitulate. Three days afterwards a Danish armament arrived for her relief, but only to find her a prisoner in the hands of the Swedes.

But a still more heroic defence of Stockholm was that conducted by Christina Gyllenstierna, the widow of Sten Sture, against the perfidious and sanguinary Christian II. of Denmark and his Swedish allies. After a fruitless siege of 4 months in 1520, through the intervention of two Swedish bishops, the place was surrendered to

the king under the most solemn guarantees on his part to respect the rights of the people. He repaid the confidence of his revolted subjects by shortly afterwards causing many of the most distinguished Swedes to be massacred throughout the country. In Stockholm alone 94 were executed in one day on the *Stortorg*, near the ch. of St. Nicholas; among these was the father of the great Gustavus Wasa. The heroic Christina was closely imprisoned; the body of her husband exhumed and burnt. Such were the acts which prepared the way for the liberation of Sweden by Gustavus Wasa, and the most glorious period of her history; alike heroic and immortal.

Stockholm has gradually extended, and at present consists of 3 main divisions. The original city, built on 3 small islands:—(a) *Staden*, containing the Royal Palace; (b) *Riddarholmen*, joined it by a bridge, containing the Riddarholm Ch., and the Parliament-house; (c) the *Helgandsholmen*, leading to Gustaf Adolfs Torg, where are the chief hotels;—the N. suburb (*Norrmalm*), where are the best dwelling-houses and shops, and the southern suburb (*Södermalm*), mostly occupied by persons engaged in trades. The city is connected with the N. suburb by a handsome granite bridge, called *Norrbro*, and by the new, broad *Wasa Bridge*, and with the S. by two drawbridges, through which the shipping passes from the seaside into Lake Mälaren.

Stockholm has been justly called “the Venice of the North.” There is one view which strongly recalls that of the Doge’s palace and Piazza di San Marco. It is that of the N.E. front of the Palace, with its square sloping on the S.E. side, and the extensive quay of massive granite beneath, lined with shipping and boats and vessels gliding about in the fjord. As a whole, Stockholm cannot, of course, compete in picturesque effect with the Queen of

the Adriatic, but its situation is very lovely.

The **Palace** is the great object of attraction. Built on the highest part of the central island, its vast and massive walls tower above all the neighbouring buildings. This noble structure was completed in 1753, from designs of the Count Tessin, by his son. The basement story is of granite; the rest of brick, faced with sandstone. It consists of a quadrangle of huge dimensions, with wings at each corner, two stories lower than the centre, and which on the N.E. side enclose an extensive terrace, laid out as a garden and overlooking the quay and harbour. The wings at the opposite side, with a guard-house for the military on duty at the Palace, form an outer courtyard. The general style of the architecture is chaste, simple and massive, and the proportions of the whole structure grand and admirable. The inner court-yard or quadrangle is entered by four vaulted gateways, one in the centre of each façade. That on the N.W. side, facing Norrbro, is approached by Lejonbacken, or the hill of lions. It forms two broad inclined planes, rising in opposite directions from the quay and leading to a spacious platform in front of the gate. The whole structure is of solid granite, beautifully designed and decorated with two colossal lions in bronze. The view from this platform, over the bridge, Mälaren lake and the N. suburb, is one of the finest in Stockholm. On the S.E. side, the Slottsbacken, or Palace hill, slopes down to the quay; a broad esplanade by which the royal carriages, as well as the detachment of troops, with their full band, on parade every day at noon, enter the palace yard. At the top of this esplanade is a granite *Obelisk*, 100 ft. high, erected by Gustavus IV. to commemorate the zeal and fidelity of the citizens of Stockholm in the war with Russia, 1788–90, and on the quay at the bottom stands a fine bronze statue of *Gustavus III.*, by *Sergel*, considered his best

work. It is admirably placed on the spot where Gustavus landed in triumph, 1790, after the hard-fought battle of Svensksund, and is a great ornament to the noble quay, on which it is seen to great advantage.

The interior of the Palace is accessible to visitors nearly every day, especially in summer, when the members of the royal family are mostly out of town. Ten attendants are employed in showing strangers about in different parts of the building, which contains 516 rooms, besides kitchens, cellars, &c. The guides expect a gratuity of 1 or 2 kr. each for a party, but are satisfied with less from a single individual. The principal suites of apartments are richly decorated and ornamented with pictures, sculpture, and other objects of *vertù*. In the gateway towards Slottsbacken, a staircase on the left leads to the *Chapel Royal*, 128 ft. by 50, with columns and entablatures of marble; the richly-sculptured pulpit is supported on figures emblematical of the 4 Evangelists; the altar-piece, representing Gethsemane, is by *Bourchardon* and *L'Archevesque*, and finished by *Sergel*; the paintings on the ceiling by *Taraval*, *Pasch*, and *Ehrenstrahl*. The chapel is open to the public during divine service, like the other churches.

On the same front is the *Throne-room*, 143 ft. by 51, of splendid proportions, with sculptures by *L'Archevesque*, *Sergel*, and *Qvarnström*, and at the upper end, the *Throne of silver*, a present of Magnus Gabriel de la Gardie to Queen Christina, flanked by statues of Gustavus II. and Charles XIV., by *Byström*. In the gateway towards the outer court, and leading to the royal apartments, is the grand staircase, a structure of great architectural splendour, ornamented with pillars and niches holding porphyry urns, paintings, medallions of ancient kings, bronze figures bearing gas-lamps, &c. The *State apartments* are 9 in number. See the concert room, with excellent acoustic arrangements; the audience

chamber, richly decorated; the grand gallery, 162 ft. by 23, lighted with 32 lustres, and enriched with a great number of paintings and sculptures; the ball-room, called the *White Sea*, 118 ft. by 38. The panels of polished stucco, profusely ornamented with gilding and mirrors, give to this room, when illuminated by its 14 lustres and 10 candelabras, a resplendent appearance. This suite of apartments can be seen any day in the week. Amongst the others, to which strangers are only admitted when their royal occupants are absent, are—

The *King's grand apartments*, 12 in number, the dining-hall and others, hung with rich gobelins tapestry, presented by the Empress Catherine II. of Russia to Gustavus III.; the pillar hall, where the conspirators assembled, who took prisoner and dethroned Gustavus IV.; the Victoria hall, containing, among other things, 3 cabinets *en vieux laque*, ornamented in *pietra dura* of Florence, once the property of Marie Antoinette, and a curious clock of Norwegian manufacture; the porcelain chamber, with furniture in porcelain, presented by Napoleon III.; the gallery of paintings, select works of Scandinavian artists, among which His Majesty Charles XV.; the Oriental oratory, &c. The *Apartments of the late King Oscar* contain the bedroom of King Charles XIV., hung with green silk, and preserved as it was at the time of his death; the bedstead covered with his old campaigning cloak. The *Apartments of the Queen Dowager Josephine*, containing a handsome library, numerous second-rate objects of art and pictures, among which latter the *Bologna collection*, found in the castle of Galliera, and received by Her Majesty as a baptismal present from Napoleon I. The last apartment in this suite is the bath room, from which a small staircase leads to the oratory, adorned with paintings of Reni, Rubens, Vandyke, and others, and well worth seeing.

The *King's ordinary apartments*, entered from the outer court, contain a

library of 16,000 volumes, an *armoury* of rare and costly weapons, many of great historical interest; a chamber of antiquities, containing a statuette of Gustavus Adolphus on horseback, in silver gilt, 2 ft. high; a Persian chamber, in the form of a tent; an Oriental chamber, both with appropriate appointments, &c. The *Queen's apartments*, as arranged by the late King Oscar for his daughter-in-law, are richly and elegantly decorated; the hall of mirrors is one of the finest in the palace; another large room is hung with gobelins of great value. Portraits and paintings abound in all the rooms of the palace, and among them may be seen many *chefs-d'œuvre* of Rembrandt, Wouvermans, Rubens, Titian, Domenichino, du Jardin, Van der Helst, Berghem, Ostade, Gerhard Dow, and other celebrities. Of sculptures, *Sergel's* Venus and *Byström's* Dancing Nymph and Hero watching for Leander, are classed amongst their finest works.

The public collections formerly in the Palace of Stockholm have been transferred to the *National Museum* (see below). Descending by another magnificent staircase, on which is placed a colossal group modelled by *Sergel*, and representing Axel Oxenstjerna recounting to the seated figure of History the deeds of Gustavus Adolphus, the visitor reaches the terrace gateway. The fourth gateway from the palace yard leads out to Lejonbacken.

The **Royal Stables** for 146 horses are on the Helgeandsholm, an island between the city and the N. suburb, partly supporting Norrbro, and to which besides an iron foot-bridge leads from the Mynt-torg, at the foot of the palace, so called because the Royal Mint was formerly situated on this place in a building fronted by a portico in the Grecian style, but which is now occupied by the Foreign Office and other Government departments. The stables can be seen at any time,

are admirably kept, and well worth a visit. In this place are also preserved a number of royal coaches of ancient construction. Behind the royal stables, abutting on and fronting Norrbro, is a kind of bazaar, or row of shops for book and music sellers, tobacconists, a good *café*, with a foreign letter-box outside at the corner, &c. It is in contemplation, as the leases fall in, to demolish not only these shops, but all the houses on the island, and remove the stables, substituting instead a plantation of trees, in the style of Strömparterren, on the other side of the bridge, which would much improve that beautiful site, and at the same time greatly enhance the noble appearance of the front of the palace, from Gustaf Adolf's torg.

The *Churches* are more numerous than handsome. In the city, that of **St. Nicholas**, so named in honour of Cardinal Breakspear, but commonly called "*Storkyrkan*," is the most ancient. It was originally built in 1264, and rebuilt in 1726-43. It stands on the Slottsbacken, and the tower groups admirably with the palace, breaking the long straight line of the quadrangle, and adding greatly to its picturesque effect. The view from the tower (184 ft. in height) is extensive, and amply repays the toil of the ascent by its beauty. The interior of the ch. is richly decorated, and contains 2 large pictures by Ehrenstrahl. The fine altar-piece is elaborately carved in ebony, and ornamented with gold, silver, and ivory; it represents the birth, passion, and resurrection of Jesus Christ. The tombs are numerous, both ancient and modern; among the latter, one is sculptured by Byström. The helmet and spurs of St. Olaf of Norway are shown; they were taken from his tomb in Trondhjem Cathedral by Eric XIV. In the library of the Consistory are many precious works taken from a convent of Jesuits at Olmütz in the Thirty Years' War, now transferred to

the Royal Library. The Sovereigns are crowned in this ch.

The ***Riddarholms** ch., distinguished by its perforated cast-iron spire, on the island of that name, is now only used as a royal mausoleum. It is open from 1st May to 1st Oct., Tues., Thurs., Sat., from 12 to 2 p.m. Charge of admission 25 ö. each person; in summer admittance is free on Sat. This ch. is so highly interesting that no one should quit Stockholm without seeing the interior. It was formerly a famous Franciscan convent, of Gothic architecture, but fires and reconstructions at various periods, and the sepulchral chapels added to its sides, have effectually altered the original style. It is, however, a picturesque structure, and groups well with the adjoining buildings. The ancient spire was destroyed by lightning in 1835, and has been replaced by another of cast-iron tracery, 302 ft. high, which, though of light and elegant Gothic design, does not harmonise quite so well with the building.

The armour, trophies and mementoes of the great wars, hitherto hung up about the ch., are partly removed to the National Museum.

The whole floor of the ch. is covered with gravestones, under which rest the remains of illustrious men, some with monuments erected over them, others with simple inscriptions, as Thorkel Knutsson, Charles de Mornay, Hogenschild Bielke, and others. But the sacred shrine here for every true Protestant is in the chapel upon the right of the altar. There repose the mortal remains of the chivalrous and heroic champion of the Protestant cause, the great GUSTAVUS ADOLPHUS. He died, sword in hand and covered with wounds, upon the field of Lützen, 16th November, 1632. His sarcophagus, of green Italian marble, surrounded with banners and trophies, bears the appropriate inscription, *Moriens triumphavit*, for he died as he had lived, victorious alike over his own passions

and the enemies of his faith and country. In the Gustavian chapel are also buried the remains of his queen, Maria Eleonora; of Adolphus Frederick and his queen Louisa Ulrika, Gustavus III. and his queen Sophia Magdalena, Charles XIII. and his queen Charlotte, and other royal personages. See the tomb of King Magnus, son of Eric XII., who died 1290; King Charles, died 1470; both in front of the altar.

In the opposite, or *Carolin Chapel*, is the tomb of the fiery Charles XII. His sarcophagus of dark, on a pedestal of green marble, is covered with a lion's skin in brass gilt, on which are placed a crown, sceptre, and sword, and the name *Carolus XII.* inscribed. Round about hang trophies of his various battles, including a standard taken with his own hand in Poland. Here also lie buried Charles X. and his queen Hedvig Eleonora, Charles XI. and his queen Ulrika Eleonora, Frederick I. and his queen Ulrika Eleonora, the crown prince Charles Augustus, and others.

By the side of the Gustavian chapel is one erected for the present dynasty, in which rest the remains of Charles XIV. (Bernadotte) in a sarcophagus of Elfdal porphyry, copied from that of Agrippa in Rome; also his queen Desideria; King Oscar and his second son, the young Prince Gustavus; the late King Charles XV., his Queen and son Karl. On the walls of the choir are hung the shields of the deceased knights of the Seraphim, amongst which may be seen that of Napoleon Buonaparte and Napoleon III.

Two of the heroes of the Thirty Years' War, Field-marshal Lennart Torstenson and John Banér, have separate burial-chapels on the N. and S. sides, decorated with many standards and other war-trophies.

The *German Church*, formerly the chapel of St. Gertrude, in the middle of the city; its tower is being rebuilt after a destructive fire in 1878. Here also may be seen authentic portraits of Luther and Melancthon.

St. James's Church, near the N.E. corner of Gustaf Adolf's Torg, is celebrated for its organ, which is considered one of the finest in Sweden. The portico on the S. side is rich in symbolical figures artistically executed, and dating from the year 1644.

St. Clara's Church, not far from the terminus of the Northern Railway, was formerly a convent of Franciscan nuns, built and endowed by King Magnus Ladulås in 1285. Although of a simple but massive exterior, the inside of this ch. is the handsomest in Stockholm. The altar-piece is by *Sergel*, with a copy of Rubens' Descent from the Cross in the centre, and artistically framed.

The *Adolphus Frederick Church*, on the E. side of Drottninggatan, is a handsome building in the form of a Greek cross, with an octagon tower in the centre. It contains a large altar-piece in *alto relievo*, representing the Resurrection and a monument to Descartes, both by *Sergel*, who himself lies buried in the churchyard beneath a simple granite monument.

In the Södermalm, or S. suburb, are 2 large churches, *Maria* and *Catharina*, neither of which contains works of art of much interest; but the latter is admired for the beauty of its proportions, and being situated on a hill, its handsome cupola, flanked by 4 smaller towers, is a conspicuous object. Other churches and places of worship are, the *French Protestant* church, Södra Humlegårdsgatan, the *Catholic* church, Norra Smedjegatan, the *Bethlehem* Methodist church, East Beridarebansgatan, the *Baptist* church, Malmskildnads-gatan, the new *Jewish Synagogue*, Näckströmsgatan, the *Russian Greek* church, Drottninggatan.

The *English Episcopalian Church* is at 24 Rörstrandsgatan, near the top of Drottninggatan, a handsome Gothic edifice with spire, of sandstone, built 1866, on a rocky plateau, surrounded on 3 sides, as in a square, by lofty houses. It is dedicated to St. Peter and St. Sigfrid. With the exception of a grant of 50*l.* from England, the

church is entirely dependent upon the voluntary subscriptions of the small congregation and of travellers visiting the town. From 2000 to 3000 British seamen annually visit the port, of whom a certain number are left behind in the hospitals, and consequently come under the chaplain's charge.

The ***National Museum**, on the Quai opposite the Royal Palace, one of the finest buildings in Stockholm, stands at the S. extremity of Blasieholm. *Open* on each week-day, except Monday, from 11 to 3. and on Sunday 1 to 4; free on Tuesday, Friday, and Sunday; on Wednesday, Thursday, and Saturday, 50 ö.; and on Monday, to strangers only, 1 kr. It was built at the public expense (1850-68), from designs of the Prussian archt. Stüler, to contain the works of art of all kinds scattered over public buildings and royal palaces, collected by various sovereigns. The front, facing the Royal Palace over the water, is ornamented with bas-reliefs; in niches on each side of the portal are placed marble statues of *Tessin* (the architect) and *Sergel*; higher up are those of *Linnaeus*, *Tegnér*, *Wallin* and *Berzelius*; above these, *Fogelberg* and *Ehrenstrahl*. The lower vestibule is adorned with the colossal statues of *Odin*, *Thor*, and *Freya*, by *Fogelberg*. On the *ground-floor*, passing through the glass door, you come to the *Cabinet of Coins and Medals*, which are shown to strangers Tues. and Fri., 12 to 2. It includes more than 7000 Cufic and 5000 Anglo-Saxon coins, dug up in different parts of Sweden, besides many Greek, Roman, &c., in all about 50,000. The *Cufic coins** are of peculiar interest, having been brought from Bagdad between the 6th and 10th centuries, in the course of the trade overland which existed in those ages between Mesopotamia and the Baltic. This cabinet is more rich in coins of some Anglo-Saxon Kings than the British Museum.

In the vestibule, a copy of the cata-

* See Prof. Tornberg's "Numi Cufici," 1848.

logue, by O. Montelius, can be procured for 1½ kr.

The *Egyptian collection* follows, with the Tomb of Queen Tahort and other objects of general interest from the land of the Pharaohs.

On the same floor, in a suite of rooms, are displayed a very complete and interesting collection of *Old Stone, Bronze and Iron Implements*, ornaments, utensils of Non-historic times, comprising articles of those metals, including a number of ornaments in gold, silver, bronze, and precious stones, belonging to the last-named period and for the most part found in Sweden.

The 1st and 2nd Rooms contain objects of the *Rough Stone Age*, and the *Polished Stone Age*: such as arrow-heads and axes; also rough amber ornaments. The 3rd Room is devoted to the *Age of Bronze*. A few ornaments of gold are also shown, but no other metal appears to be known. Then follows the *Age of Iron*. Notice particularly the bractates of gold (cases 47-56), supposed to belong to the earlier age of iron. The age of iron is believed to have terminated in Sweden about 1000 A.D.

In the 4th Room the *Mediæval Antiquities* (1000-1500 A.D.) are shown. They consist chiefly of church-plate, religious vessels, embroidered priests' robes, statues, altars, fonts, *Runic* stones, staves and sticks, &c.

Room 5 is divided like a church into a nave, aisles, and choir, and contains shrines, fonts, crucifixes, &c.

The 5th and 6th Rooms are devoted to the *Modern Period*, and contain historic relics, as Gustaf Wasa's walking-stick, the cradle and go-cart of Charles XII., also the bench on which he slept the night before his death, and a clock given to him by George III.; Royal Orders worn by Swedish monarchs; *Berzelius's* chemical apparatus.

Ascending the marble staircase to the *first floor*, we find it occupied by objects of plastic art, collections of armour, &c., arranged in 10 rooms. The *Gallery*

of *Engravings* contains more than 200 portfolios of engravings, wood-cuts, etchings, and original *Drawings* by the old Masters, 17 of them being by the hand of *Raphael*, 11 by *Correggio*, 14 by *Titian*, and 40 by *Rembrandt*, &c.

The *Majolica-room* has collections of majolica porcelain, with paintings after sketches by *Raphael*, *Giulio Romano*, *Caracci*, and others; also of Etruscan and Greek vases, a colossal vase of Arabian workmanship, &c.

The *Hall of Endymion* takes its name from the statue of the *Sleeping Endymion. This gem of ancient art was found in the ruins of Hadrian's Villa, near Tivoli, in 1750, and purchased by Gustavus III. for 2000 gold ducats. It is of the finest period of Greek art, and only second to the Barbarini Faun at Munich. Several busts and portions of sculpture are of a high class of Greek workmanship.

The *Bronze-room* contains statues and statuettes in that material, foremost of which is a *Psyche*. The *Hall of the Muses* is so called from the 9 Muses, with *Apollo Musagetes*, being placed here; as also fine statues of *Pallas*, *Juno*, *Venus Anadyomene*, *Diana*, *Water nymphs*, &c. Another room is occupied by plaster casts of the *Niobe group*, *Diana*, a torso, &c.

In the *Gallery of Gustavus III.* is Serger's *Amor and Psyche*, and a beautiful *Faun*, Byström's *Juno and Hercules*, Fogelberg's *Venus and Apollo*, and a number of portrait busts.

The remaining rooms on this floor contain *collections of Arms*, including the fine suits of *Armour* formerly in the Riddarholms church, &c., which have belonged to various Swedish sovereigns and other members of the past and present dynasties, including effigies of Birger Jarl, founder of Stockholm, clad in the armour he actually wore. Of these, the armour of Charles IX. is attributed to Benvenuto Cellini; the whole suit is covered with elaborate designs in high relief, of finished and exquisitely beautiful Florentine workmanship. It is one of the

most costly and interesting specimens existing. The shield of John III. is likewise of the finest Italian workmanship, and most beautifully and elaborately decorated. The vizor of Chas. VIII.'s helmet represents a man's face, with a large pair of mustaches. The sword worn by Charles XII., when he defied the Turks at Bender. It is a fearful weapon, such as few arms could wield, and bears upon its blade the motto *Deo soli gloria*. Here, likewise, may be seen the sword of the patriot King Gustavus Wasa, and a variety of other weapons, some amongst them of costly workmanship.

The *Picture Gallery* occupies a large part of the upper story, and consists of about 1300 pictures of all schools—many of them certainly not of the highest merit. The following deserve notice.

Vandyke.—The picture gallery in Rubens' house (at Antwerp?). Two ladies, one Isabel Brandt, his first wife, and 3 children and 2 dogs in the foreground. The walls are decorated with some of Rubens' most famous paintings.

Karl v. Mandern.—Portrait (w. l.) of King Christian IV. of Denmark.

**Rembrandt*.—A lamplight scene, the Blind John Zisca, with 10 partisans and 2 priests taking an oath on their crossed swords, to defend the Protestant faith and the cause of John Huss. The Host and the cup are on the table. This sketch was painted by Rembrandt and given to a Swedish family named Peil, who had nursed him during a severe sickness.—Portrait of an old woman, her face wrapped in a kerchief.—Portrait of a young woman, perhaps R.'s first wife, Saskia.—St. Anastasius in his cell; an old man; and the portraits of an old man and his wife.

Rubens.—The Daughters of Cecrops discovering Erechthonius in a basket, a sketch.

Rigauld.—Portrait of Charles XII. in a cuirass, a reckless face.

Several rooms are set apart for productions of the Swedish school.

Pilo.—Portrait of Sophy Magdalen, Queen of Gustavus III.

Dahl.—A lifelike portrait of the fiery Charles XII. as a youth aged 18, not unlike General Wolfe.

The *Gallery of Sovereigns, the Regalia, and Historical Costumes* (*Kläd-kammer*), on the 2nd floor. The traveller ought by no means to omit visiting these curiosities and specimens of the royal wardrobe, from a very early date down to the little merino frock of the late king's only son, who died at 2 years old. Among numerous objects of interest may be seen one of the silver horse-shoes with which the royal charger used to be shod on the coronation day—it was only attached by one or two nails, and became the property of any one fortunate enough to secure it as it dropped from the animal during the procession. Other conspicuous objects are the actual skin, stuffed, of the horse ridden by Gustavus Adolphus when shot at the battle of Lützen, together with several Runic staves used as almanacs, a silver cup given by the city of Nuremberg to Gustavus Adolphus, the field-marshal's baton he carried at Lützen, Charles XII.'s watch (the gift of our William III.). Also, the domino and mask of Gustavus III., with the hole of Ankarström's bullet which killed him on the night when he was assassinated at the opera. Again, the dress worn by Charles XII., when he was killed in the trenches at Fredrickshald. His white gauntlet and the hilt of his sword are covered with blood. It was once thought that a bullet had entered his body from below, and that hence his death was due to an assassin; but the results of an examination have proved that the wound really came from above, and was perhaps due to the splinter from a shell.

In a line with the esplanade, in front of the Museum, a handsome iron bridge, 550 feet long, spans the water to

Skeppsholmen, a station for a part of the fleet, with barracks and other buildings for officers and men. The gunners' barracks, in mediæval style, with turrets and pinnacles, have a pleasing effect, seen from the water or the opposite quay. Here also is the *Admiralty Church*, with a fine altarpiece by Sandberg, and statues of *Hope, Faith, and Charity*, by Byström. From Skeppsholmen another bridge leads to Kastellholmen, with a tiny castle built on an eminence, from the roof of which there is an extensive view. Both these little islands are prettily laid out and planted with avenues of trees.

The **Ethnographic Museum**, Drottningaten 71, founded 1873 by Dr. Hazelius, is of great interest to the stranger, as illustrating ancient manners, customs, &c., in Sweden of past times. It is open every day except Wednesday and Saturday, and consists of four main parts:—the *South Pavilion*, containing the principal collections; the *North Pavilion*; and the *First and Second Annexes*, in all 21 rooms. It includes reproductions of the dwellings, with figures life-size, carefully modelled and dressed: as the interior of a peasant's cottage in Scania; marriage dress of a bride; ditto in Halland; ditto in Sodermania. A Finlandian bard, playing on the kantele or zitter. A prisoner in chains, 18th cent., in the gaol of Smedjegården. A Laplander with his reindeer-sledge. Female Laps at table. The department devoted to Norway was opened 1875. The carvings and wood sculptures are of great variety and artistic beauty. *Obs.* tapestries and embroideries from the Säterdal, showing a fine knowledge of the right combination of colours. The suite of rooms are filled with the original furniture: the dresses are also original. *Obs.* the carved wooden bedsteads; a rustic seat carved out of the trunk of a tree, and studded with the teeth of the members of the family for many generations, hammered into the wood!

The **Academy of Sciences**, founded in 1739, occupies a handsome building on the open space between Drottninggatan and the Adolphus Frederick Church. It corresponds to the Royal Society of London, or the Paris Académie des Sciences, and consists of 175 members, 75 of whom are foreigners. Linnæus (b. 1707, d. 1778) was the first President. It contains a *Gallery of portraits* of eminent members, including Linnæus and Berzelius; a *Library* of 35,000 volumes, open Wednesdays and Saturdays from 12 to 2; a *Cabinet of Natural History* (Riksmuseum), open on Saturdays from 12 to 2, including botanical, mineralogical, and geological collections, said to be one of the richest in the world. We may particularly notice some remarkable aërolites, including one which was found by Prof. Nordenkiöld, during his Arctic explorations, and which weighs 49,000 lbs. To this institution belongs the *Observatory*, on the "King's Hill," with many valuable instruments, and the mathematical section of the Academy's library.

The *Technological Institute* is in the same street: a splendid building, containing a library of 20,000 volumes, and several other collections, open to visitors on Mondays and Thursdays from 12 to 2.

The *Seraphim Hospital*, standing in its own grounds, the *Garrison Hospital* fronting the Mälaren Lake, and the *Norrsköpings Hospital* for lunatics, surrounded by shrubberies, are all palace-like structures in the same part of the town, and their establishments are admirably conducted.

The **Royal Library**, placed in a building erected expressly (1877) in the Humlegården, is open every day between the hours of 10 and 3, except Sundays, and although but of comparatively recent formation, it comprises above 200,000 vols. The collection originally formed here, and containing a vast number of manuscripts, was given to the University of Upsala by

Gustavus II. Another made by Christina was removed by her to Rome, and added to the library of the Vatican, and the rich collection subsequently formed, particularly by Charles X., was partly destroyed by fire in 1697. The founding of the existing library, therefore, dates from that period, the largest additions having been made at the end of the last century and during the last twenty years.

Amongst the curiosities here is a Latin manuscript of the Gospels, supposed to be of the 6th or 7th century. It is known as the *Codex aureus*, being written in Gothic characters of gold, upon folio leaves of vellum, alternately white and violet. This book is additionally interesting from its containing an Anglo-Saxon inscription, of which the following is a translation:—"In the name of our Lord Jesus Christ, I Alfred Aldorman, and Werburg my wife, obtained this book from a heathen war-troop with our pure treasure, which was then of pure gold. And this did we two for the love of God and for our souls' behoof, and for that we would not that this holy book should longer abide in heathenesse; and now will we give it to Christ's church. God to praise, and glory, and worship, in thankful remembrance of His passion, and for the use of the holy brotherhood, who, in Christ's church, do daily speak God's praise, and that they may every month read for Alfred and for Werburg, and for Ahldryd (their daughter), their souls to eternal health, as long as they have declared before God that baptism (holy rites) shall continue in this place. Even so I Alfred, Dux, and Werburg pray and beseech, in the name of God Almighty, and of all His saints, *that no man shall be so daring as to sell or part with this holy book from Christ's church, so long as baptism there may stand.* (Signed) Alfred, Werburg, Ahldryd."—*Sylvanus' Rambles in Sweden*, p. 287. No trace appears to exist of the history of this volume from the time it was thus given to Canterbury

Cathedral until it was purchased, in Italy, and added to this library.

Here also is a huge manuscript copy of the Bible, written on 300 prepared asses' skins; it was found in the Premonstratensian convent at Prague, when that city was taken by the Swedes during the 'Thirty Years' War, and is commonly called the "Devil's Bible," from a hideous illumination prefixed to an appended collection of incantations against robbers, maladies, &c. A copy of Koberger's Bible, printed at Leyden, 1521, is filled in the margins with annotations by Martin Luther. The oldest palæotype is: *Speculum humanæ salvationis*, without date, and the next, *Cicero de Officiis*, printed by Faust and Schoeffer, 1461. There are, besides, some 4000 manuscripts, many of them altogether unique.

The *Royal Mint* is also at Kungsholmen.

The *Royal Theatre* occupies the whole E. side of Gustaf Adolf's Torg; a large, square building, with a noble front towards the square. It was erected by Gustavus III., and here he was shot, at a masked ball, by Ankarström, on 16th March, 1792. This theatre is spacious and well fitted up, particularly the royal box, which occupies the centre of the lower tier, while the whole curve of the pit is set apart for the king's suite and officers of the guard on duty. The management is supported in part by an annual state subvention, by which means it is enabled to produce operas and plays of the highest order. This house is open from Sept. 1st to June 1st.

Free instruction in music and singing is provided in a *Royal Academy of Music*, and the number of students is about 250. An *Academy of Fine Arts* provides free instruction in painting, sculpture, and architecture.

The *Public Schools* are numerous and well-attended; and there are also Technical and Polytechnic Schools.

On the W. side of the square, from Fredsgatan down to the quay, is the *Palace of Prince Oscar*, the exterior of which is exactly similar to that of the theatre, and in the lower front of which is the *Corps de Garde*. The N. side is formed by the Hotel Rydberg and other large houses, between which opens up Regeringsgatan, the second principal street of Stockholm. In the centre of the square, and looking towards Norrbro and the Royal Palace, stands the *Equestrian Statue* of Gustavus Adolphus, on a high pedestal ornamented with medallion portraits of his celebrated generals and successors in the field—Banér, Torstenson, Wrangel, and Königsmark. As a work of art, however, this statue is so little worthy of Sweden and her glorious monarch, that it is to be hoped it will be replaced, some day, with another more fitted to do honour to both. The bridge itself, 640 ft. long by 64 wide, and the spacious quays, with which it is connected at both ends, merit attention.

The *Dramatic Theatre*, erected 1842 as a private speculation, but now under the same management as the Royal, has its entrance from the E. side of Carl XIII.'s Torg or

Kungsträdgården (the king's garden); an oblong open place, planted with double avenues of shady trees on each side, and divided into two unequal portions by a thoroughfare, the *Arsenalsgatan*, entering from Gustaf Adolf's Torg. In the centre of the N. portion of this place stands the statue of Charles XIII., very inferior as a work of art, but placed on a fine pedestal, with four bronze lions at the corners, beautifully modelled by Fogelberg. The S. portion is now adorned by a splendid bronze-gilt statue of Charles XII. in his characteristic costume, looking out, sword in hand, over the port of Stockholm, modelled by Molin. At the base stand four ancient bronze mortars, taken in his wars. Close by the Dramatic Theatre a small street leads to *Berzelii*

Park, a pleasant resort, with a statue of that great chemist.

The *Southern Theatre* is on the Mosebacke, or hill of Moses, a large and very handsome building, containing, besides the theatre itself, with room for 600 spectators, an hotel restaurant, assembly rooms, &c. At the side is an entrance to the *Mosebacke garden terraces*, from which the view is unrivalled, embracing the whole of the city, Kungsholm, Norrmalm, Blasieholm, Skeppsholm, Kastellholm, Ladugårdsland, Ladugårdsgärde, Djurgården, in one vast panorama, with the ports and their shipping in the foreground. The view from the roof of the theatre is still more extensive, and no traveller should leave Stockholm without having paid a visit to Mosebacke. In the commencement of 1883 a great iron structure was erected, containing a "lift," which rises to an elevation of 120 feet in four seconds from the low ground of the sluices to Mosebacke. The view at the top is the finest in Stockholm.

Emanuel Swedenborg's house is near Mosebacke, No. 43, Horns Gatan.

The best panoramic view of the western side of Stockholm, together with a large expanse of the surrounding country, is to be had from the summit of the rocky hills close by the Skinnarviken landing-place of the small Långholm steamers, which start from the Riddarholm, and take you there in 3 minutes.

That part of Stockholm called *Ladugårdslandet*, to the W. and N.W. of Norrmalm, has a park, long neglected but now much improved, known as *Humlegården* (the hop-garden), containing the Royal Library, and surrounded by a new and fashionable quarter; otherwise this part of the town is chiefly remarkable as leading by land to Djurgården and the camping-ground, and as being the site of the garrison barracks, which are very large and handsome structures; one

of them, *Fredrikshof*, formerly a palace of King Frederick I.

The **Riddarhus**, in a torg or square of the same name, connected with the Riddarholm by a short iron bridge, is the house of Assembly of the Nobles. Exclusive of the historical associations connected with this building, it is of small interest. The hall of assembly contains the shields of about 3000 Swedish nobles, foremost that of the Wasa family. The president's chair is of ebony and ivory, a rather good specimen of Dutch workmanship. Few spots are connected with such heart-stirring events as have occurred in this old hall. Here Gustavus Adolphus, when about to begin the career of conquest which terminated only with his life, on the field of Lützen, addressed his assembled subjects in that exquisitely simple and touching speech, which the historian of the Thirty Years' War has preserved; here, too, when the fatal news arrived of his death, the infant Christina was with unanimous acclaim declared Queen of Sweden, and received the fealty of the estates; and in later years it was here Gustavus III. surrounded the factious nobles with his troops, and having accomplished, without spilling a drop of blood, the *coup d'état* which restored the kingly power, dictated to them a new constitution. Pity he tried this once more, and aiming at absolutism lost his life in consequence.

The *Statue of Gustavus Wasa* stands in front of the Riddarhus. It is of bronze, by *l'Archevesque*, on a pedestal of Swedish marble, and represents the king in the costume of his time, crowned with a wreath of laurel, which does not improve the effect.

Divided from the Riddarhus by a small street, leading down to the new Wasa Bridge, is the *Rådhus* or town-hall, fronting the square on one side and the water on the other, and close by, in the Myntgatan, the *Police Court*, having behind it the *Cellular Prison*,

rather a handsome building seen from the water.

By the side of the Riddarholms Church is an open place surrounded by a great number of old public buildings, such as the *Svea Hofrätt*, or Court of Appeal, the *Session House of the Diet*, the *General Staff*, &c., and in the centre of which is a *Statue of Birger Jarl*, the founder of Stockholm, modelled by Fogelberg, and erected in 1854.

Amongst other buildings of note is the *Residence of the Governor of Stockholm*, on Slottsbacken, opposite the S.E. gateway of the palace, designed by Count Tessin, and only remarkable for the beauty of its courtyard: the *Exchange* on the Stortorg, scene of the Stockholm blood-bath, in which the Swedish Academy celebrates its anniversary every 20th of December, and the citizens give grand balls to royalty on New Years' Days; the *Custom House* and the *Bank of Sweden*, both on Skeppsbron, the broad quay extending along the whole E. side of the city, and terminating in an open place at the S. extremity of the island, connected with Södermalm by two drawbridges, which likewise furnish the means of communication by water between the outer and the inner port, *i. e.* between the Baltic and the Mälaren. The aforesaid open place is called Carl Johans Torg, and in the centre of it there is an *Equestrian Statue of Charles XIV.* (Bernadotte), in bronze-gilt, after a model by Fogelberg.

The Parks of Stockholm.—On Sundays and summer evenings the people of Stockholm all turn out into their beautiful parks to walk or pic-nic in the woods and on the lawns around, which owe their chief charm to being left in a state of nature.

The *Djurgården*, or deer-park, is one of the great objects of attraction in Stockholm. Steamers ply thither from Strömparterren, Räntmästertrappan, Nybron, &c., and convey you in 5 min-

utes from the centre of the town to a wild forest retreat. The inhabitants are justly proud of it, as no capital in Europe possesses one so highly picturesque. The whole extent of this lovely park is about 20 m. in circumference, and several hours may be most delightfully spent in exploring parts of it; the ground is beautifully undulated, the old oaks, pines, Scotch firs, and other trees are magnificent, the bold masses of rock grand, and the drives beautifully kept. "Now you have a view of a primæval forest, then you see the lake gleaming through the trees, another turn, and you catch sight of the towers and bright houses of Stockholm across a foreground of blue water."—*Garden.* The villas and places of amusement, cafés, &c., are numerous; the best dinners to be obtained outside of Stockholm are served at "*Hasselbacken*," which can be reached in a few minutes by one of the little steam-gondolas which ply continually between Alkärret and Strömparterren, or the palace stairs, passing by the museum and underneath the iron bridge; fares, 8 ö.

At Hasselbacken commences the Djurgård's plain, where on holidays crowds of people throng around marionettes, dancing dogs, acrobats, and jugglers of all sorts. Here also are a summer theatre, a circus, a music hall, a winter garden, &c., all with their cafés. From the *Tower of the Belvedere* the most extensive view of Stockholm may be gained. Further on, in a grove, is *Bellmansro*, with a *Statue* of the genial improvisatore and poet Bellman, round which a festival is held on the 26th of July, when selections of his lyrics are sung in honour of his memory. Beyond, in the same direction, are the more sylvan but not less charming retreats of the park. On the other side of Hasselbacken is *Byström's Villa*, built by himself, and one of the lions of the place. It is highly decorated, in the Etruscan style, and although intended as a residence, now forms a small museum of sculpture, by himself and others, which

merits attention, as well as some of the architectural designs of the building. Each visitor pays a fee of 50 ö.

A pleasant drive or walk from the town or Djurgården is to Lidingöbro, on the bay Värtan, with an *Inn* (Wårdshus) which can furnish fish, plain, good food, and *very excellent wine*. It is a lovely spot; steamers go till 9 p.m. to Stockholm; it is not above $1\frac{1}{2}$ m. from Hasselbaeken. Fishing from the long timber bridge can be had, and eel-spearing goes on largely.

The little *Palace of Rosendal* built and sometimes inhabited by Charles John XIV., is in this park, and commands a lovely view over a branch of the fjord which intersects it, to the *Ladugårdsgårde*, or review ground, in the distance, where a camp is formed during summer, and military manœuvres are often conducted on a grand scale. The interior of the palace is shown by an attendant. It is elegantly furnished, and contains numerous pictures of the best Swedish artists. The celebrated *Porphyry Vase* stands in the grounds on the N. side of the palace. It is highly polished, formed of three blocks, and measures 12 ft. in diameter, by 9 ft. high. The form is beautiful. It is from the manufactory of Elfdal, in Dalecarlia, and rests on a block of rough granite.

The *Haga Park* is another charming and favourite place of resort, abounding in fine trees and thickets of bird-cherry, &c. The way there is up Drottninggatan, passing the Observatory on the rt., and through the N. gate (Norr Tull), a short distance beyond which an iron gate upon the right forms the entrance. The park is prettily laid out, and many parts are highly picturesque; the ground is very rocky and broken, and the trees superb. The lake which adds so much to the beauty of this park is the Brunnsviken; it communicates with the fjord of Edsviken, leading to Ulriksdal, and its banks are so lovely that it should be seen in

[Sweden.]

its whole extent, which may readily be done by the passage steamers which start from *Stallmästaregården*, near the N. gate before mentioned. The *Palace of Haga*, small but tasteful, was built by Gustavus III., and was one of the favourite residences of this king. It is now the ordinary summer abode of Princess August. The gardens of this palace are well worth seeing.

An omnibus, which starts from the Norrbro every half hour, or a carriage which costs 1 kr. 25 ö., may be taken to *Stallmästaregården* at the entrance to Haga Park, half an hour's drive. A steamer in correspondence goes thence to Ulriksdal. The return to Stockholm may be made by the steamer from Ulriksdal, by what is called "the outward way," through a bay of the Baltic, which calls there twice in the course of the afternoon. The approach to Stockholm from the Baltic is best seen by the summer-evening light, moreover at that time many steamers are leaving the city.

Opposite the Haga Park, on the other side of the road, is the now very spacious *New Cemetery*. It is well planted and laid out, and many of the tombs are interesting and beautifully kept. The custom of planting graves with shrubs and flowers prevails extensively in Sweden. Near the cemetery is the ch. of *Solna*, one of the most ancient structures still standing in Sweden, the tower of which dates far back into the days of paganism. In its churchyard Berzelius (b. 1779, d. 1848) and Geijer lie buried. South of this ch. a road leads past the *Rörstrand* porcelain-works to

The *Park of Karlberg*, which in the heat of summer is another charming place, the trees, if possible, being finer than in the other parks. The *Palace* here was one of the favourite residences of Charles XII., but has been transformed since 1792 into a military college. There is little else of interest in the interior, except a collection of old portraits, chiefly of the royal fami-

lies. From this park a long and fine avenue leads back to Drottninggatan, or the visitor may return to town by one of the little steamboats passing and rail from the station Karlberg, or by repassing under Kungsholm's Bridge. The exterior of the palace is seen to best advantage from the other side of the channel which runs in front of it, but the view has been somewhat marred of late by the Northern rly. running through the park. A small bridge W. of the palace leads over to the opposite bank on the side of Kungsholmen, and on to

Marieberg, formerly a celebrated porcelain-manufactory, now a high school of artillery, where officers are trained for the scientific branches of the army. It is prettily situated among sylvan scenery; and from the rocket laboratory, on an eminence close by, a beautiful view is obtained of the lake, with Stockholm and its inner harbour extending across the background.

There is a considerable number of *manufactories* of various kinds in and about Stockholm. The best shops are mostly found in Drottninggatan, Regeringsgatan and their vicinities, but many of the principal tailors, boot-makers, &c., discard shop fronts. The names and addresses of such, if required, can be obtained from any proprietor of a respectable hotel.

The Environs. — Stockholm is so much surrounded and intersected by the waters of the Baltic and the Mälaren Lake that by means of the many *steamers* water excursions of 90 Eng. m. may be easily made. The natural beauties of its situation are so great on all sides, that no one should rest satisfied, nor can form a just idea of this picturesque capital without thoroughly exploring its immediate neighbourhood, and also a few of the most charming spots, in the country around it. Such are :

Ulriksdal, a summer residence of the

Royal Family ; originally built by the great captain Jacob de la Gardie, afterwards the property of Hedvig Eleonora, widow of Charles X., and left by her to her grandson Prince Ulrik, from whom its name is derived. King Bernadotte transformed this palace into an *Hôtel des Invalides*; but under the hands of Charles XV. it regained more than its ancient splendour. The interior bears evidence everywhere of a truly artistic taste. The queen's apartments are on the ground-floor, looking out on the bay of Edsviken ; very elegant in the modern style, and embellished with pictures of great merit. The furniture is rich and comfortable, according to the exigencies of the present time ; but here and there are seen tables, cabinets, &c., of different kinds of wood, sculptured and inlaid in a manner which indicates the workmanship of such painstaking artisans as the 16th and 17th centuries produced. On the first floor are the state rooms, or king's apartments, completely restored in the style of the 17th centy. The bedroom, which is the plainest of the suite, contains the bedstead used by Gustavus Adolphus in his campaigns in Germany ; all the rest of the furniture is in keeping, every table, chair, cabinet, or enamel, has a history of its own. The same may be said of the council-chamber, the gala-room, the baronial hall, &c. It is a perfect museum of articles of *vertù* in furniture, gobelins, china, drinking-cups, painted windows, and other curiosities, collected and arranged with discrimination and taste. The whole may be seen without trouble almost at any time ; indeed, so kind was his late majesty that strangers have sometimes, without knowing it, been conducted by himself over this palace. After the king's death many articles were removed to the National Museum.

The road to *Ulriksdal* passes by Haga and Järfva, and thence through a long avenue of trees, between pretty villas, to the park and gardens ; the charge for a carriage is about 5 kr.

Just inside the gates is a pavilion, fitted up to accommodate guests, and farther on in the park a *Church*, in the Dutch Renaissance style, was erected by Charles XV.

The route by water to Ulriksdal is somewhat longer, but very pretty; fare, 70 ö. each way. Steam-gondolas, leaving the palace-stairs in the city, proceed along the sound which separates Djurgården proper from its N. half; pass by Rosendal and Djurgårdsbrunn; turn up northward into a wider passage called Wärtan; pass through a floating bridge 2700 ft. in length; along the E. shore of the camping-ground, to the fishing-hut of Charles XI., still standing at the narrow inlet to a forked bay called "Husarviken." Leaving this on the E., the steamer proceeds in a more W. direction past Alkistan, where a similar inlet leads through Brunnsviken to Haga, and onward, through Stocksund Bridge, along Edsviken, to Ulriksdal. All around these various bays, as indeed in all other directions, are situations of beauty too numerous to be all specified.

Drottningholm, another of the creations of Count Tessin, is the stateliest of the Royal Summer Palaces about Stockholm. Situated on Lofön, one of the many lovely islands in the Lake Mälaren, the road to this place traverses Kungsholmen, part of Upland and Kersö island, crossing over 3 sounds by as many bridges. Carriage hire from town 7 krs. Steamboat at frequent intervals from Riddarsholmen, 50 ö.; distance about 7 Eng. miles. The *Palace* is splendidly furnished and embellished with paintings by *Ehrenstrahl* and other masters, a portrait gallery of contemporary sovereigns of the late King Oscar, many curiosities, a handsome library, a theatre, &c. The gardens, planned partly after French, partly after English, pattern, are ornamented with vases and groups of sculpture in bronze and marble, jets of water, canals, swan preserves, and

shady islets, &c. The *China palace*, a pavilion in Chinese style, built by Adolphus Frederick, as a birthday surprise for his imperious queen, Louisa Ulrika, is filled with a variety of Chinese curiosities, and adjoining is a row of little summer cottages, bearing the name of *Canton*, which was originally intended to be a village of mechanics, under the immediate supervision of the above-named king, who was, if otherwise not much known to fame, at any rate reputed the cleverest locksmith and turner in his kingdom. The present King and royal family usually inhabit Drottningholm during the summer. There is a very fair *Inn*, or *Restaurant*, not far from the palace, where dinners, &c., may be had. S. of Canton a road leads to

Svartsjö, on an adjacent island; also a royal palace, surrounded by a large and sombre park, bearing much evidence of neglect. Originally a Carthusian convent, it was made a strong castle by Gustavus Wasa, but afterwards rebuilt, became the dowager-residence of several Swedish queens. It is chiefly interesting, in the present day, as having been the retreat where some of the most important designs of the glorious Gustavus Adolphus were discussed and matured. Beneath an old lime-tree in the park stands a fine marble group, representing the hero and Axel Oxenstjerna, but the hand of time and the touch of vandalism have spoiled its beauty.

Rosersberg is another royal palace, which was a favourite summer residence of the late King Bernadotte, and is celebrated here for the richness and elegance of its furniture and decorations. The park abounds in lovely spots and scenery of a sylvan character. It is distant from Stockholm about 3 miles, on the route of the steamer to Upsala, and is a railroad station.

Rydboholm, on the great Wärtan fjord, is about 3 miles from Stockholm, and belongs to the Brahe family. It possesses great historical interest, as

having been the dwelling-place of Gustavus Wasa in his childhood. His study and an oak planted by him in the garden are still shown.

EXCURSION.—*Stockholm to Upsala* by rail in 2 hrs., by steamer in 4 hrs. Return the same day. (See Rte. 17).

Stockholm to Waxhølm by steamer, $1\frac{1}{2}$ hr., several times every day.

ROUTE 2.

THE SHORES OF LAKE MÄLAREN—MARIEFRED, GRIPSHOLM, STRENGNÄS, ESKILSTUNA, ARBOGA, KÖPING, AND WESTERÅS.

Lake Mälaren, surrounded by 3 provinces, Upland, Södermanland, and Westmanland, the very heart and cradle of the Swedish kingdom, may be classed among the environs of Stockholm, as excursions on its waters are rendered easy by regular *steam* communication being kept up with the towns and principal stations on its shores. This lovely lake is about 75 English m. in length; its width varies very much, and the arms are numerous, intersecting the adjoining country in all directions. Of islands of all sizes there are no less than 1300, and numbers of them exquisitely beautiful. Months might be passed in exploring the Mälaren, and the abundant remains of primeval forest with which its banks and islands are covered. Game is said to be abundant, and the fishing in the lake and its tributaries is well spoken of. As the steamer winds its course through the more secluded channels and fjords, deep silence reigns all around, and at times no vestige of human being or habitation is to be seen, until, on turning the point of

some sequestered nook, a villa or little farm, nestled among the trees and surrounded by patches of fine pasture, proves that the solitude is not so great as it appears to be. Among the places which may be conveniently visited in this way are

Mariefred (*Inn*: Stadskällare), and the royal castle of *Gripsholm*, on the S. shore. Steamers from Riddarholmen in 4 hrs. leave daily in summer at 9 a.m.; return the same day: fare for the double journey 3 kr. The course lies along the Riddarfjord, studded on both sides with country seats, to *Kungshatt*, a high rock, on the top of which is seen a hat on a pole, placed in memory of a traditional feat of some king of old, who in escaping from his pursuers, left his horse, plunged from the summit into the water, and, in so doing, left his hat behind. Further on the steamer enters Eckerö fjord, passing Eckerö ch. to the rt., and the stately mansions of *Norsborg*, *Sturehof*, and *Wällinge* to the l.; afterwards *Kaggelholm* appears in the strait which leads into the roomy Björkö fjord, where an island of the same name is pointed out as the site of ancient *Birka*, the city where Ansgarius first preached Christianity, and which is said to have been so large that it could send forth 14,000 armed men. Traces of walls, and fosses, and sally-ports may be observed to this day, but their extent indicates rather a fort than a large city. Passing Rindö, the steamer then enters the Gripsholm fjord, having on its rt. *Räfsnäs*, where Gustaf Wasa received news of the Stockholm "blood-bath," and on its l. *Näsby*, a fine mansion surrounded with a large park, turning off from which, to the rt., the steamer fronts the town of Mariefred and

The Castle of Gripsholm.

Gripsholm (*Inn*: Kreuz; fair restaurant, with garden). The town is small and of no importance, owing its origin partly to a Carthusian convent founded by Sten Sture in 1504.

The irregular *Castle*, with its 4 brick towers, and enclosing 2 courtyards, has all the appearance of an old baronial stronghold, and presents a striking object in the view of the surrounding beautiful landscape. It is shown to strangers by the attendants for a gratuity, *at fixed times only*, viz., 1.30 p.m., 3.30 p.m., 4.30 p.m. It was named after the celebrated Bo Jousson Grip (the Vulture; from his crest), a man of vast possessions in the 14th centy. After various vicissitudes, it was appropriated and rebuilt by Gustavus Wasa, 1537, but considerably altered and enlarged in the time of Gustavus III. Here Eric XIV. kept his brother John a prisoner, with his wife, the Polish princess Catherine Jagellonica, and the bed is shown in which Sigismund, eventually king of Sweden and Poland, was born. In another tower is the dismal prison where John afterwards kept his dethroned brother Eric. Here also Gustavus IV. signed his abdication, in a room adjoining that where his father used to dress himself to appear on the boards of the handsome theatre which he had fitted up in this old Wasa castle. Very interesting is the large collection of Historical Portraits, about 1800 in number, among which are those of Gustavus Wasa and his successor, Eric XIV., painted by the unfortunate Eric himself; the principal contemporaries of Gustavus Wasa; the diplomatists at the Peace of Westphalia; the crowned heads contemporary with Gustavus III.; sovereigns and courts of France, from Cath. de Medicis down to Marie Antoinette; Mary Queen of Scots, ætat. 4, 1557, and numerous English sovereigns. *Obs.* the curiosities, pieces of old furniture and tapestry, silver vessels, and similar objects. In the exterior courtyard are placed 2 enormous pieces of ordnance, commonly known as "the hog" and "the sow," taken by Jacob de la Gardie at Ivanogorod.

A short distance W. of Mariefred is

the cannon foundry of *Åker*, with a fine mansion, extensive workshops, and a good inn. Conveyances are easily obtainable at Mariefred.

Strengnäs — Steamers leave Riddarholmen every morning for this ancient town on the S. shore of the Mälaren, not far from Mariefred. Passing Rindö (see above) the steamer enters the Prestfjord and steers towards Sela-ö, one of the largest islands in the Mälaren, rich in archæological remains; further on *Tynnelsö*, formerly a castle belonging to the Strengnäs bishops, is seen on an island to the rt., and shortly afterwards the tall steeple of Strengnäs cathedral comes in view.

Strengnäs (*Inn* : Stadskällaren), though the see of a bishop, is insignificant; barely 1600 inhab., but was formerly of much more consequence. Here, on the 6th of June, 1523, Gustavus Wasa was elected King of Sweden, and 23 years afterwards the royal dignity was made hereditary in his family. The principal building in the town is the *Cathedral*, of brick, inaugurated 1291, but, through the excess of wax candles, set fire to on the occasion, afterwards restored, but again burnt, and finally rebuilt, as it now stands, in 1551. It is 300 ft. in length, 112 ft. in breadth, with a tower 250 ft. high. Within this venerable pile rest the remains of Sten Sture the elder, Charles IX., with his 2 queens. Karl Karlsson Gyllenhjelm, his natural son, a brave commander, lies buried in a side chapel, ornamented with bas-reliefs of his battles, and where the chains by which his cousin, Sigismund of Poland, caused him to be secured during 12 years of military captivity, are also preserved. The *College*, a building of modern construction, contains a library of 12,000 volumes, many of them very rare, as *Augustinus de Civit. Dei, Romæ*, 1468, and cabinets of coins, minerals, and preserved birds. In the neighbourhood are the fine estates of *Olivehäll* (with a spring of mineral waters), *Näsbyholm*, *Säby*, &c.

Eskilstuna (Nya Hotellet); 7000 inhab.; or "the home of Eskil," so named from an English missionary, afterwards Bishop of Lund, who, after being stoned by the heathen, was buried here, because his coffin became so heavy that it could not be carried any further. Steamers 3 times a week from Riddarholmen to this place in 7 hours, calling at Strengnäs, and thence proceeding along the lake, over the North Björkö-fjord and Gran-fjord, where the fairway diverges to Westerås. On the rt. appears Fagerö island, and beyond it the towers of *Engsö* church and castle, the locality of numberless ballads and stories. Still proceeding westward the steamer enters the Black-fjord, passing by *Sundbyholm*, and shortly afterwards arrives at *Torshälla*, a small town which, until the completion of the present canal, served as a port to Eskilstuna. The latter place has been called the Sheffield of Sweden, rather on a smaller scale, but well worthy of the name, as far as concerns workmanship. Among the more prominent establishments may be mentioned the *Government Musket Factory*, *Munktel's Engine Factory*, *Ståhlberg's Knife Manufactory*, *Tunaförss Rolling-mills*, *Hedengren's Damascene works*, *Heljestränd's manufactory of razors*, *Svengren's manufactory of sabres*, and others, where the visitor may procure good specimens of Swedish industry, steel inlaid with gold, and cutlery, cheap, but good. At the technological school in this place there is a permanent exhibition of similar objects.

A small river connecting the lakes Mälaren and Hjelmars flows by Eskilstuna, forming several cascades in its course, and greatly enhancing the beauty of the landscape. *Rosenförss* factory, *Husby Rekarne* ch., *Rossvik* and *Biby*, are situated on this water-course, and where it enters the Hjelmars lake is the splendid manor-house of *Stora Sundby*, built in Anglo-Norman style, with large gardens and a good inn adjoining. Near to this are *Näs-hulta* ch. and sawmill and *Oja* ch.

About $6\frac{1}{2}$ Eng. m. to the N.W. of Eskilstuna is situated *Jüdersch.*, burial-place of the great Chancellor Axel Oxenstjerna, and containing numerous relics of the Thirty Years' War, which can be freely inspected. S. of the town, in the centre of Södermanland, is the small market-town of *Malmköping*, with a posting-station and inn, furnishing lodgings for travellers. A coach leaves Eskilstuna post-office 3 times a week for Örsta, 1 m., Malmköping, $2\frac{1}{4}$ m., and thence on to Sparreholm on the W., rly. $\frac{3}{4}$ m., fare 1 kr. per Sw. m. Private carriages may be hired, and post-horses engaged, if preferred. Board and lodging at the posting-house in Eskilstuna at *Förstadskällaren* (suburban inn) and other places.

Railway from Eskilstuna to Flen (Rtes. 3 and 5).

Arboga is another rapidly increasing small town, situated on the Köping-Hult line of rly. (Rte. 22), but likewise accessible direct from Stockholm in 8 hrs., by steamers leaving Riddarholmen 3 times a week; fare $3\frac{1}{2}$ kronor, weekly return ticket 5 kronor. *Stallarholmen*, *Strengnäs*, *Quicksund*, and *Kungsör* are touched at on the passage. After leaving Strengnäs, these steamers proceed to the W. extremity of l. Mälaren where the Arboga river empties itself at *Kungsör*, a favourite residence of Charles XI., who built the handsome Karl's ch. at this place. Further up the river are the estates of *Svarthäll* and *Reutersberg*.

Arboga (*Inns*: Gästgifvaregården, in Stora Nygatan; Vallbergs H.), Pop. 3600, in the middle ages was a considerable town, with 5 churches, 4 chapels, 3 convents, and a royal palace. No less than 32 diets were held, at different times, in this place, at which, in 1434, Engclbrecht, and in 1471 Sten Sture the elder, were elected administrators of the realm, but in the present day Arboga has nothing of particular interest to show. *Railway* to Hallsberg and Köping.

Köping, a station of the Köping-Hult rly., is likewise in direct water communication with Stockholm. by means of steamers, which depart from Riddarholmen 3 times a week, and, taking a N W. direction from Quicksund, reach Köping in 7 hrs. Fares, first-class, 4 kronor; return tickets, available for a week, 6 kronor. Köping also had once its time of greatness, its castles and churches, of which few traces remain, except the present *parish church*, a handsome structure with a fine altar-piece and a monument of Scheele, the great chemist, who lived and died an apothecary in this little town, while the fame of his discoveries was spreading over Europe. This route by Köping is the shortest from Stockholm to the interesting mining districts about Nora and Linde in Nericia. Pop. 2000. Railway by Westerås to Stockholm, and to Köping.

Westerås Stat. (*Inns*: H. Kraak, in Södra Torget; Hotel Westerås, Gästgärdsgården, in Fiskartorget. *Restaurant*: Pranells, in Stora Torget. Post Office, *ibid.*), the chief town of Westmanland, is situated on the N. shore of the lake Mälaren.

Steamers leave Riddarholmen every day for Westerås, calling at Strengnäs and other places. Fares, 3 kronor 50 ö. either way; time of passage, 5½ to 6 hrs. This town has about 5500 inhabitants. It is situated at the outlet into Lake Mälaren of the *Svart-ån* (black river), and carries on a considerable business in agricultural and mining produce, and in ship-building. The governor of the province and the bishop of the diocese reside here. The *Cathedral* is a red-brick Gothic structure of the 11th centy., but has undergone considerable alterations. It is 306 ft. long by 122 ft. wide, and its steeple, 328 ft., is one of the highest in Scandinavia. The administrator Svante Sture and King Eric XIV. lie buried here. Over the grave of the latter Gustavus III. erected a monument, on which were placed the crown and sceptre removed

from the tomb of John III. at Upsala. The handsome altar-piece was a present from the administrator Sten Sture the younger and his wife, the equally celebrated Christina Gyllenstjerna. Adjoining the cathedral is the *High School*, containing the consistorial library of 11,000 volumes, including a valuable collection taken at Mayence, in the Thirty Years' War, and presented to this town by Axel Oxenstjerna; likewise several interesting MSS. The *Castle*—also a very old building—was built by Gustaf Wasa. Eric XIV. was imprisoned here, prior to his removal to Örbyhus. The battlements command a beautiful view over the lake Mälaren and surrounding country. It was here, at the eventful diet of 1527, which lasted but 8 days, that the Roman Catholic religion and hierarchy were swept away by the great Wasa, and Sweden made that stronghold of the Protestant faith, which Gustavus Adolphus so stoutly maintained.

Railway to Stockholm and Örebro (Rte. 15).

Skultuna brassworks and *Svanå* iron-works, on the Svart-å, are among the more considerable in the neighbourhood.

ROUTE 3.

STOCKHOLM TO GOTHENBURG, BY HALLSBERG, LAXÅ, STENSTORP, FALKÖPING, HERRLJUNGA, ALINGSÅS.—RAIL.

458 kil. or 284 Eng. m., 2 trains daily. Fast train in rather less than 14 hrs.

The railway carriages are somewhat similar to our own; the 2nd-class

not so good as on the German lines. The names of the refreshment stations, together with the detention at each, are posted up in the carriage. Rate of travelling about 25 Eng. m. an hour. Fares: 38 kr. 95 ö. 1st class; 27 kr. 50 ö. 2nd class.

From the Central Terminus in Stockholm the rly. runs S. through the long tunnel, gradually bending round westward, and crossing Årsta-fjord on an embankment, with a swing-bridge of iron, 30 ft. long, on passing over which *Tanto* sugar refinery is seen to the l., and the fairway of Lake Mälaren to the rt.

Liljeholmen station, with engine-workshops, &c. The train proceeds through the Nyboda tunnel, 932 ft. long, bored through the solid rock, past *Huddinge* and *Tumba* stations, *Tumba* paper-mill, where the paper for the Swedish bank-notes are manufactured, *Rönninge* and *Uttran* lakes; towards the *Hall-fjord*, from the Baltic, which receives *Södertelje* canal; over the canal on an iron swing-bridge, resting on high granite pillars, by

Södertelje upper station, to the nether station, 23 Eng. m. from Stockholm.

Södertelje (*Inn*: *Stadskällaren*) is a very old town, and formerly carried on a considerable trade, but decayed as Stockholm rose into importance, and in 1719 was totally destroyed by the Russians. Since 1819, when the *Södertelje* canal, first commenced by Engelbrecht, was completed, it has gradually recovered, and has now 3000 inhab. *St. Ragnhild's Ch.* was built about the year 1100 by the queen of Inge the elder. In 1849 an hydropathic establishment was formed here, which has attained some celebrity, and together with the constant communication by rail and steamer with Stockholm, causes many families to resort hither in summer time, giving a very gay appearance to the pretty little place.

About 2 Eng. m. from hence the train runs through a tunnel 450 ft. long,

and comes out on a high embankment on Lake Lanaren; further on, Lake Glien is crossed in the same way, and along a succession of small lakes, mostly surrounded by forest land, the train passes *Jerna* and *Mölbo* stats., and the handsome mansion of *Wisbohammar*, stopping at

Gnesta Stat., where 12 minutes' time is given for breakfast.

From *Gnesta*, on the main route, the rly. continues by *Björnlunda* and *Stjernhof*, in a fertile and well-wooded country, diversified with manor-houses and farm buildings, churches, and lakes.

97 kil., 60 Eng. m., **Sparreholm** Stat., near the château of the same name belonging to Baron Sprengtporten; a noble building, situated on a small island, and surrounded by a lovely country, improved by art so as to resemble a vast park. The château contains a library, a collection of coins, and a few exceedingly good portraits by Swedish and foreign painters. Excursions are now often made to this place from Stockholm, on Sundays in the summer months, and visitors are treated with the greatest courtesy by the owner, or those that represent him. A mail-coach leaves this station for Malmköping and Eskilstuna (see Rte. 2).

After leaving Sparreholm the train passes by

Flen Junct. Stat. and a pleasant country, in which is seen, on l., the ch. of *Flen* by a lake, and rt. *Stenhammar*, the fine old château of Baron von Kræmer; and on the beautiful Lake Wammeln, Count Mörner's estate of *Hålbönäs*.

From *Flen*—Rly., S., to Nyköping (Rte. 5), and N. to Eskilstuna (Rte. 2).

Walla Stat. Roads from here lead S. to the great estate of *Eriksberg*, with a splendid château, gardens, and park, belonging to the Bonde family, and N.W. to *Bie*, $1\frac{3}{4}$ m., where is the

hydropathic establishment of *Augustenbad*.

134 kil., 83 Eng. m., **Kathrineholm** Junct. Stat. Buffet the largest and best in Sweden; 20 minutes allowed for dinner. Table-d'hôte, price 1½ kr.; beer, wine, and spirits extra. This station is named after the neighbouring great Bonde estate, on the lake Näsaren.

Hence diverges the S. Eastern main *Railway* to Norrköping (Rte. 12), Linköping and Malmö. S. from that to Stockholm and Gothenburg.

From Kathrineholm the W. train proceeds along an isthmus between the lakes of Wiren to the S., and Kolsnaren to the N., to the great plain of *Wingåker*, on which stands the fine château of *Sjöfsta*holm, likewise belonging to the Bonde family, with a valuable library and collection of manuscripts, a picture gallery, with productions of Italian, Flemish, and Swedish masters, Byström's group of Venus and Amor, Fogelberg's Mercury lulling Argus to sleep, &c. Not far from this place is

Wingåker, in the midst of a peasant population, remarkable not only for their peculiar costume, but likewise for a great inclination to trade and travel.

Shortly after leaving Kathrineholm Stat., the train enters the province of Nericia, and passing by the station of *Kilsmo*, *Brefven's* iron-works and engine factory, and *Bysta* country seat, stops at

Pålsboda Junct. Stat. The highway from Örebro into East Gotland, through the S.E. mining districts of Nericia, in which are situated the great iron-works of *Skogaholm*, *Gryt*, and *Haddebo*, passes by this station. From Pålsboda a branch-line to Finspong (see Rte. 12), which will be continued to Norrköping.

The Rly. then traverses a wooded country, as far as *Tynninge*, when the large and fertile plain of S. Nericia opens to the view, and the line gradually descends to

199 kil., 124 Eng. m., **Hallsberg** Junct. Stat. Jernvägs Hotel, Gästgifvaregård. Here the lines from Stockholm and Norrköping on the one side, and Kristiania, Gothenburg and Malmö on the other, join a branch-line to Örebro, in connection with the Köping-Hult and other private rlys. Also a line to Mjölby, *viâ* Motala and Skenninge. Several high-roads also meet near this station, which provides board and lodging for travellers.

Wretstorp Stat.

This is the station for **Askersund**, 13½ Eng. m. (coach thither) distance to the S., a pretty little town of 1600 inhab., at the top of the Wettern lake. In its neighbourhood are *Stjernerund*, with a splendid mansion, beautifully situated, once the property of Prince Augustus, now belonging to Mr. Cassel; the *Ämmeberg* zinc-mine, belonging to the Belgian Company *La Vieille Montagne*; other zinc-mines at *Läggesta*; the iron-works of *Dohnaforss*, *Algrena*, *Aspa*, and *Skyllberg*. At *Rude* is a mountain close to the Motala road, with 2 "giants' caldrons," well worth seeing. Askersund has regular communication by steamers with Medevi, Wadstena. Motala, Hjo, Grenna, Jönköping, Gothenburg, and Stockholm, by the Lake Wettern and Gotha Canal.

On leaving Wretstorp the train proceeds to

229 kil., 142 Eng. m., **Laxå** Junct. Stat., half-way to Gothenburg. A Rly. diverges N. to Karlstad and Kristiania (Rte. 25).

In the neighbourhood of Laxå is *Porla* mineral-spring, famous for its mud-baths. The train from Stockholm on leaving Laxå passes through the great forest of Tiveden, which separates West Gotland from Upper Sweden, by the large village of *Bodarne*, and *Finnerödja* station to

Elgarås Stat. The country now becomes more diversified and fertile, and gradually descends to the Gotha Canal,

over which the rly. passes on an iron swing-bridge to

274 kil., 170 Eng. m., **Töreboda**. There is a considerable and increasing traffic at this place, owing to the rly. here crossing that section of the Gotha Canal which connects the great lakes Wenern and Wettern, and the passing and re-passing of steamers. Board and lodging may be obtained at the Rly. Hotel. The large country-seats of *Hallandsberg*, *Ymsjöholm*, and others, are at short distances from here. The next station is

Moholm. From hence there is a branch line, in 1 hr. 10 min., to **Mariestad** on the Lake Wenern, a small town with 2400 inhab., residence of the governor of the shire of Skaraborg. *Inns*: Stads Hotel. The train passes by *Wäring* to

313 kil., 194 Eng. m., **Sköfde** Stat. (*Inns*: Jernvägs Hotel, Sköfde; apartments 1 kr. and 1½ kr. per day.) It is a little outside the town, as is also the new Promenade, which the good people of Sköfde have named their *Bois de Boulogne*, and where there is a good restaurant. Sköfde is a small but very ancient town, with 3300 inhab., situated at the foot of the remarkable *Billingen* hills, covered with rich vegetation, ensconcing three tarns on their summits. The *Church* has a fine doorway flanked by monsters. From Sköfde there is a railway to *Karlsborg*, 27 Eng. m. in 1¾ hrs., by way of *Tibro* and *Mölltorp*.

Karlsborg (*Inns*: Johanssons) is the only fortress in the interior of Sweden. It is situated on a promontory which projects into Lake Wettern (v. also Rte. 4).

W. of Sköfde, 5 Eng. m. distant, lies the ch. of *Warnhem*, formerly a Bernardine convent, erected by King Sverker the Old in 1150, and the burial-place of several kings and other great persons of those days. It was burnt down by the Danes in 1566; but the ch. was rebuilt in 1671, and the ancient tombs restored by Magnus Gabriel de la

Gardie, who added a burial-chapel for his family. It is now a handsome Gothic structure, built in the form of a cross and with 3 towers.

After leaving Sköfde the train follows the Billingen hills, along a beautiful country, to

Stenstorp Junet. Stat., whence a line branches off to the W. to Lidköping on Lake Wenern, and to Hjo on Lake Wettern. Stenstorp is 329 kil., 284 Eng. m., from Stockholm and 129 kil., 80 Eng. m., from Gothenburg.

[Rly. to Hjo, on the Wettern, by Svensbro, Vreten, Blixtorp, and Rasarp, 23½ Eng. m. in 2½ hrs. **Hjo** is a small town of some 1400 inhab., only remarkable for its situation in a district of West Gotland, which for its beauty and fertility has been called "the golden corner." Steamboat communication with Stockholm and Jönköping.]

[From Stenstorp, in the opposite direction, a branch rly. goes by Broddestorp and Axevella to

Skara Stat., 2900 inhab., an ancient town in the great plain of West Gotland, and the see of a bishop. The *Cathedral* is a very old building, and, spite of repeated ravages by fire, will still bear comparison with those of Upsala and Lund. It was consecrated by Bishop Ödgrim in 1151. In the neighbourhood are *Gudhem*, a great place of sacrifice in heathen times, afterwards a convent, now a ruin; *Götala*, where the "Tings" of the Goths were held, and beyond this *Axevella* heath, an extensive camping-ground; *Husaby*, where Olof Skötkonung received baptism, and the first cathedral in Sweden was founded by him; since removed to Skara, after the destruction of the great pagan temple there, in the time of Håkan the Red.

From Skara the railroad continues by Winninga to

6½ E. m. **Lidköping** Stat. *Inns*: Lidköping and Svea. This town is at

the head of a deep bay at the S. end of the Wenern, where the river Lida enters the lake, and is a good fishing-station. The country around is level, while the celebrated fir-clad mountain called

Kinnekulle forms a beautiful object on the other side of the bay, for although but 927 ft. above the level of the sea, it appears much higher from the flat country around it. This mountain, with its abundant vegetation, its caves and its splendid views, is much resorted to in the summer. The upper classes of the Swedes have some houses and estates on and near it. The walks and rides about the mountain, which rises from the S. shore of the Wenern, are lovely, and good fishing may be had in that lake, where the salmon, trout, and jack, run to a very large size. To the N. of the town a promontory stretches for a long distance into the lake and its deeply indented shores, and the host of small islands about it afford fine wild-duck and other water-fowl shooting.

Lidköping exports corn largely to Gothenburg and England, and has steamboat communication with Gothenburg, Stockholm, Norrköping, and the towns around Lake Wenern.]

After leaving *Stenstorp* station, through several deep cuttings, and over 7 bridges, the train reaches,

344 kil., 213 Eng. m., **Falköping** Junct. Stat. Rly. Buffet—20 minutes allowed for dinner. Table d'hôte 1½ kr., at a very good restaurant. This station is at a short distance from the little town of Falköping (*Inns*: Jernvägshotellet, at the Stat.; Ranten's Hotel), at the foot of *Mösseberg* hill, 844 ft. high, and like Billingen, Kinnekulle, and several others in this province, of the old Silurian formation, much abounding in

trap rocks. The town has 2200 inhab., and is historically known as the place where, in 1389, King Albrecht was defeated and taken prisoner by Queen Margaret. The country round about is full of antiquarian remains. Here the Southern main line branches off to Jönköping and Malmö. The next 2 stations on the Western line, *Sörby* and *Foglavik*, are passed, and, traversing a bare and uninteresting country, the train reaches

Herrljunga Junct. Stat., 378 kil., 234 Eng. m. At this station a line branches off S. to Borås and Varberg (v. Rte. 23), and another N. to Wenersborg, Trollhättan, and Uddevalla. At Herrljunga a victory was gained by Sten Sture the elder, over the Danes, in 1471, after which, says tradition, the surviving lords sat down to dinner round a large flat stone still bearing the name of *Herrebordet*—the lordly table.

Wärgårda Stat. is situated at a corner of one of those bleak and sterile wastes called *Scältor* (starvations) which occur in this part of the country, produced by a senseless destruction of the forests of fir which formerly covered them. Though these are now being slowly replanted, it will take a long time before the melancholy aspect of these deserts can be changed. Proceeding onwards and passing by *Lagmansholm's* Station, the country begins to look more pleasant as the train approaches the town of

Alingsås Stat., 412 kil., 255½ Eng. m. *Inn*: Nya Hotellet. Founded in 1611 by the burghers of Ny Lödöse, burnt out from there by the Danes. The town is prettily situated near the outlet of the Säfve river into Lake Mjön, and has about 2200 inhab. It was formerly the centre of manufacturing industry in Sweden, through the exertions of the patriot *Jonas Ahlströmer*; the principal establishment here of that kind in the present day is a cotton factory. In the neighbourhood are a mineral spring with promenade, the country-

seats of *Nohllaga* and *Skafveryd*, all surrounded with fine scenery. The line from Alingsås runs through a very picturesque and diversified tract of country, between Lake Mjörn on the right and Lake Säfvelången on the left, to *Floda* station and factory, surrounded with high hills and dense woods, the Säfve river following in its crooked course down a deep valley, which is spanned by a granite bridge of 5 arches near

Lerum Stat., 438 kil., 271½ Eng. m. Here the scenery becomes lovely along the banks of the Aspen lake to *Jonsered* station, where the S. elongation of the lake is crossed over on a wooden bridge 240 ft. long, and afterwards the River Säfve, on 5 different bridges, near the extensive cotton and other factories of *Jonsered*, presenting, with their Gothic chapel and beautiful surrounding scenery, one of the most interesting spots on this route. Thence, passing the last station of *Partilled*, the view opens over the valley of the Gotha river, and shortly afterwards the train halts at

458 kil., 284 Eng. m., **Gothenburg** *Terminus* (Swed. Göteborg). The Stockholm railway station is close to the Hotels, and to the terminus of the great railroad called *Bergs'agernas jernväg*, from Falner to Gothenburg. *Inns*: *Göta Källare* in Södra Hamngatan, near the Stat. Restaurant and café, best, but second rate; *Haglund's hotel*; *Hotel Garni*, 1 Skeppsbron *Blom's hotel*, Södra Hamngatan 37; *Christiania hotel*, Lilla Drottninggatan 4; *Hotel Royal*, Östra Larmgatan 8, &c.; apartments from 1 to 3 kronor per day, attendance 1 kr. Restaurants—at the *Exchange*, at the *Freemasons' Lodge*, Södra Hamngatan 21; *Svea*, Korsgatan 10; *Lorentsberg* (only in summer).

Cafés—the *Exchange* (Börsen), *Café du Commerce*, Skeppsbron 1. Horticultural Society's garden (only in summer). *Foreign newspapers* at Göta Källare, Bachelor's club (to which an

introduction is required) and the Reading-room of the Museum.

Porters (Stadsbud) are waiting at the terminus and steamboat quay to carry passengers' luggage. Their appointment is authenticated by the ticket they wear.

Post-office, a handsome building, with Mansard roof (Westerberg arch.), Packhus-Torg, Skeppsbron.

Telegraph-office in the Museum, Norra Hamngatan 12.

Consuls from Great Britain, the United States, &c., reside here.

Droskas are stationed at different places; single fare within the town 75 ö. By the hour, 1½ kr. Each article of luggage 10 ö. Tramway from the Brunnspark through the Södra Hamngatan, Magazinsgatan, and Nya Allee to Stigsbergsliden. *Omnibuses* to Masthugget and Mölndal.

Steamboats every quarter of an hour to Klippan and intermediate places; fares 10 to 25 ö.; six times a day to Nya Warfvet, fare 30 ö.; three times a day to Långedrag, fare 35 ö., besides excursions to Käsö, Majorna, Bratten, and Stjernvik, and other places.

Gothenburg is the second city and the first commercial town of Sweden, the see of a bishop and residence of a governor, with 76,765 inhab. It is situated upon the estuary of the Gotha river, 5 Eng. m. from the sea, and was founded on its present site by Gustavus Adolphus in 1619 on the Dutch plan, with intersecting canals. Many Dutch and Scotchmen settled here by his invitation. Often ravaged by fire, it has been improved by each succeeding reconstruction. Of the fortifications, which confined it of old, little remains, except a few detached forts and the moat, which latter, as well as the canals, receive their water supply from the Mölndal river. Of the 20 bridges which cross the canals, *Lejonbron*, *Kämpebron*, and *Tyskabron* are the finest.

The principal square is *Gustaf Adolfs Torg*, with a Statue in bronze of the founder of the city, mo-

delled by Fogelberg. This is the second cast from the model; the first, executed at Munich, was shipwrecked on Heligoland, and the salvage demanded was so exorbitant that the Gothenburgers preferred to have a new cast made. The original statue was afterwards sold for a very modest sum and erected at Bremen.

The handsomest street is *Södra Hamngatan*, on both sides of the great Hamn Canal. The movement of various craft on the broad canal, with its granite quays and stone bridges; avenues of trees bordered by rows of palace-like houses all of the same height; the great square to the rt., and the river in the background, produce together an effect of great beauty. Of public buildings there are the *Cathedral* (1815) by the W. harbour, ornamented with columns of Scotch sandstone; *Christina's*, or the *German Church*, with the tomb of Field-Marshal Rutger von Ascheberg, celebrated in the wars of Charles XI.; the *Church* at Haga, designed in Anglo-Gothic style by Major Edelsvärd, erected chiefly through the munificence of Mr. David Carnegie. Other interesting new churches are St. Johannis and St. Pauli.

Turning to the S., and crossing the Annedal quarter, we reach the splendid public park of *Slottsskog*.

The *English Ch.* (Engelska Kyrkan) in Rosenlundsgatan, Kaserntorget, was also designed by Major Edelsvärd in the Pointed style, and with painted windows in the choir, &c. The *Exchange* in Gustaf Adolfs torg is a handsome structure in the Italian style, fronted with 12 iron columns towards the square. The *Residence* of the Governor of *Bohuslän*, in which Charles X. breathed his last, is near the harbour.

The *New Theatre*, a very fine building, is situated in the park, which, together with the *Horticultural Society's Gardens* and a long avenue with many pretty villas, surrounds the town on the S., following the bends of the moat. The *Museum* is in Norra Hamn-

gatan, with the usual collections, including one of industrial objects. It contains a whale, 60 feet long. The *Hospital*, *Arsenal*, and *Barracks* of the regiment of artillery permanently garrisoning Gothenburg, are extensive and conspicuous buildings.

Notwithstanding war, fire, and pestilence, Gothenburg has, owing to its excellent position, always remained a place of great commercial importance. In former times it had its East India Company, and profited by the rich herring-fishery on the coast, which has since departed. During the closing of the continental ports against England by Napoleon, it was a *dépôt* for British colonial produce, which was thence spread all over Europe. Its trade at the present day is large and annually increasing. The staple exports are iron, steel, and deals (mostly the produce of the rich mines and vast pine-forests of Wermland), corn, and for many years cattle to England; the imports consist of colonial goods, cotton, wool, wines, coals, &c. Many of the leading merchants are Scotch, or of Scotch extraction.

The best view is to be obtained from a rock in the beautiful *grounds of Mr. Dickson*, close to the town. Permission is kindly given by the munificent owner to visitors to inspect the villa and English gardens.

Beyond Mr. Dickson's are the Reservoir and basins for filtering the water, and the pretty Lake Delsjön, 1 Swedish mile from the town; a pleasant drive.

The town, though handsome, is not picturesque, but its situation is, and there are many lovely points of sight to be obtained from the rocky and sterile hills in the neighbourhood, particularly to the N. looking up the valley and river. On this side, some distance out of the city, is the *Cemetery*. The inscription at the entrance is *Tänk på döden*—Think of death. There are some delightful drives and many beautiful country-seats of Gothenburg merchants to the S. and E. of the

town. On the W. and N. are iron ship-building yards, several cotton, engine, and other manufactories. A large *brewery*, established by Mr. Carnegie, not only supplies a great part of Sweden with bottled ale and porter, but exports considerable quantities thereof. An agreeable excursion may be made by taking a boat down the fjord to the fortress of *New Elfsborg*, which guards the entrance to it, and was built in 1660.

Travellers not intending to travel along the Gotha Canal may take rly. or steamer to the Falls of Trollhättan, 5 hrs., and return the same day (Rte. 4).

About 20 Eng. m. N.W. of Gothenburg, upon a small island, is the ancient town of

Marstrand, formerly a place carrying on a considerable trade, but frequently suffering from the vicissitudes of war; now a fashionable bathing-place in the months of July and August, during which time steamers go there daily from Gothenburg. The town has about 1400 inhab., several merchant-vessels, and a good harbour, protected by the now deserted fortress of *Karlsten*. Another bathing-place in vogue here is *Särö*. There are steamers to this and various other places near Gothenburg, as well as to all the towns on the W. coast, round the Lake Wenern.

Steamers 4 or 5 times a week along the Gotha Canal to Stockholm (starting early) by Trollhättan Falls (Rte. 4). 4 times a week to Uddevalla. Daily to Copenhagen and Fredrickshavn; to Kristiania and Bergen. Once or twice a week to London, Hull, Leith, Hamburg. Twice a week to Kiel, in 22 hrs.

Two fast trains to Stockholm daily. *Railway* to Falun and to Trollhättan Falls. Road, with post-stations, to Stockholm.

ROUTE 4.

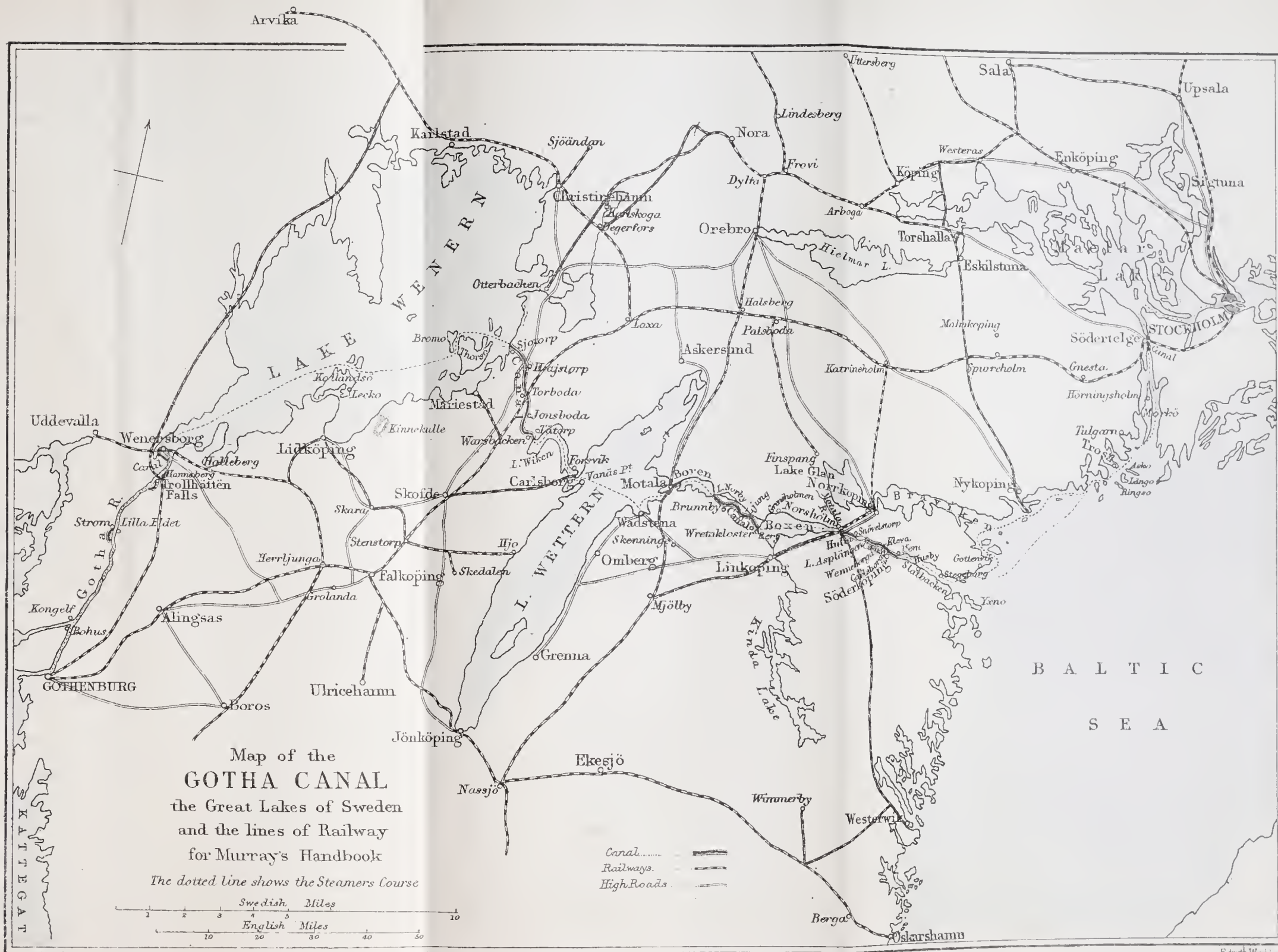
STOCKHOLM TO GOTHENBURG, BY THE GOTHIC CANAL. LAKES MÄLAREN, WETTERN AND WENERN. THE FALLS OF TROLLHÄTTAN.

This is one of the most picturesque routes in Sweden; it will well repay the traveller, and should certainly not be omitted. It occupies $2\frac{1}{2}$ days from Stockholm to Gothenburg: tickets 25 kronor, food not included. The journey can be made by rail (Rte. 3) in one day.

The *steamers* start from the Riddarholmen Quay 4 or 5 times a week, in the afternoon, and travel day and night unless delayed by fogs or thick weather. They are small, but very comfortable. As the number of cabins is limited to 30 or 40, tickets should be taken at the office on the Quay close by the place where the boats lie, some days beforehand. The food on board is very good, and all paid for by the *carte*. 2 kronor will be enough to give the waitress, and the same amount the stewardess at the end of the journey. One of the officers of the ship is sure to speak some English.

Although the Gotha Canal is different in character from any other work of like description, yet the traveller will often be reminded of the Caledonian Canal in Scotland; as many as 8 locks are sometimes grouped together, giving the steamer the appearance of mounting up enormous stairs.

The boats are good both in speed and arrangements. Beneath the long poop are 10 cabins, 5 on each side of the vessel, and opening into a passage between them, which runs fore and aft. Each cabin is completely separate from



the others, has one berth on either side, which in the daytime is converted into a sofa, a small table, and a sliding window in the sides of the ship. These berths are very comfortable. Beds are also made up in the saloon, which is in the fore part of the vessel; a rather wretched dormitory. The food supplied is good.

Except when prevented by darkness or fog, these steamers proceed day and night upon their voyage, stopping only at the various towns and places on their way, to land and take in goods and passengers, and to obtain supplies of coal. In many parts the navigation is so intricate and difficult that the greatest caution is requisite, and the vessels in such places proceed very slowly. There are also 74 locks to be passed, which occasion a great delay in the voyage, particularly in the latter portion of it, from the number of vessels waiting to pass. These delays, however, enable the passengers to take delightful walks and explore the lovely scenery about some of the locks.

There are 7 portions of canal which serve to unite the various lakes in the S. of Sweden, thus forming a continuous waterway across the country, affording an outlet to the Baltic and the North Sea for its various productions, and escaping the expense and delay of passing the Sound. Of the entire distance of 370 E. m. between Stockholm and Gothenburg, only about 50 are canal, and the same distance along the coast of the Baltic; the remaining 270 being through lakes, bays, and rivers, the scenery in many parts being of the most pleasing character. The canal has 10 feet of water: it is 48 feet wide at the bottom, and 90 on the surface.

Plans of connecting the Baltic with the open sea near Gothenburg by canal were devised many years before they were carried out. In 1516, Bishop Brask proposed to connect Lake Wetteren with the Baltic, and Gustav I. thought seriously of con-

necting the Wenern and Wetteren. Charles IX., however, was the first to commence the undertaking: he opened a part called "Carls Graf," to avoid the upper falls on the Gotha River. In the reign of Gustavus Adolphus, the locks at Lilla Edet were made, and a commencement was made of the "Hjelmare Canal," but it was not completed till 1701. The famous Swedenborg drew Charles XII.'s attention to the undertaking in 1716. But on that king's death 2 years afterwards the works again languished, and it was not till 1742 that they were renewed, and continued slowly under the direction of *Wiman*, the engineer of the Sala silver-mines. At a later period surveys of a line between the Wenern and the Baltic were taken under the direction of Daniel Thunberg, and in 1793 a company was formed for making the Trollhättan Canal, after a plan of the engineer, Eric Nordevall. This was opened in 1800, and improved and widened, under the direction of Colonel N. Eriksson, to similar dimensions with the rest of the Gotha Canal between 1836 and 1844.

At the beginning of the present century the *Baron Baltzar von Platen* was placed at the head of the undertaking, and he may be said to be the founder of the Gotha Canal as it now exists. In 1808 he summoned to his aid the famous English engineer *Thomas Telford*, and in 20 days the whole line was marked out, over nearly the same course as that contemplated by Daniel Thunberg. The work was prosecuted all through the disastrous period of 1809-10, when Finland was taken from Sweden, and in spite of the opposition of many, who stated that the canal would be the grave which would swallow up all Sweden's resources. In 1822, Platen had the satisfaction of seeing the West Gotha Canal opened for traffic. And in 1832 the two Swedish seas were at length connected, but Platen did not live to see the completion of the entire work

He died in 1829. The works were chiefly carried on by the army.

The voyage commences upon

The Lake Mälaren.

This lovely water is about 75 Eng. m. in length. Its width varies very much, and the arms are numerous, intersecting the adjoining country in all directions. Of islands of all sizes there are no less than 1300, and numbers of them exquisitely beautiful. Months might be passed in exploring the Mälaren and the abundant remains of primeval forest, with which its banks and islands are covered. Game is said to be abundant and the fishing in the lake and its tributaries is well spoken of. (See Rte. 2.)

The view of Stockholm from the Mälaren, though fine, is not to be compared to that which is obtained on approaching it from the Baltic. The beauties of the Mälaren may be said to commence from Stockholm. Villas are frequent upon its banks and islands in its waters. At first the boats and barges are very numerous, but these are soon left behind as the steamer enters amongst the islands where eternal silence appears to reign, and at times no vestige of a human being or habitation is to be seen, until, upon turning the point of some sequestered nook, a villa or little farm, nestled amongst the trees, and surrounded by patches of fine pasture, prove that the solitude is not so great as it appears to be.

On a mass of rock projecting into the lake, an ancient iron hat may be seen as the steamer passes it. Tradition tells that it marks the spot where in olden times a king of Sweden was beset, and singly faced his pursuers. At length overwhelmed by numbers, and this same hat torn from him in the struggle, by a last effort he smote his foremost assailant to the earth, plunged into the lake, and escaped.

After continuing about 20 Eng. m. down the lake a promontory is rounded, and the most southerly branch is entered which terminates at

Södertelje, an ancient town (Pop 3000) (*Inn*: *Stads-källare*) situated on a point intersected by the canal between the Mälaren and a bay of the Baltic that runs far up into the country, is frequented as a bathing place (*v. Rte. 3*). The biscuits and pepper-cake offered for sale as the boat stops at the Quay at Södertelje are good. The cutting of this canal was commenced as early as 1435, by Engelbrekt, but the works were soon stopped. The canal was recommenced in 1780, and completed in 1819. Its banks are upwards of 100 ft. high, and fringed at their summit by trees.

The steamer winds its way along till it reaches the small Maren Lake.

The price of wood has increased so much in the south of Sweden, that coal has taken its place in all the steamers.

Soon after emerging from the Södertelje canal, the Island of *Mörkö* is seen on the right, upon which rises the *Castle of Hörningsholm*. This estate is one of the largest in Sweden, and the castle was extensively fortified in former days; from one of its windows fell the renowned military commander of the Thirty Years' War, John Banér, when only 8 years of age—the fall was 38 ft., but his life was miraculously saved. The same story is told of Wallenstein.

The steamer follows this arm of the Baltic, passing through numberless islands and rocks until it reaches the open sea, across a bay of which it takes 2 hrs. to steam. Two routes will be found marked on the map, the longer and inner one is taken only in rough weather. Should the evening be foggy, or the night very dark, the steamer anchors till daylight in consequence of the difficult navigation caused by the numberless rocks; some of these passages seem so narrow, that

a walking-stick from the cabin-windows could almost touch the rocks on both sides. The open sea is left at the entrance of *Slätbaken*, to enjoy the beautiful scenery of which the traveller must rise very early; this fiord terminates at the village of Mem. We notice the water very turbid and muddy as we enter the canal. A little further is the town of

Söderköping. (Hotel Götakanal.) Pop. now 1800, but during the 13, 14, and 15 cents. much greater. There is a hydropathic establishment near.

From Söderköping the canal proceeds through several locks past the village of *Klefva*, on through *Wenneberga bridge*, and the key sluice *Klänman* (jammed), which derives its name from the canal being there confined between two mountains, and out into the *Lake Asplången*. *Wenneberga bridge*, just named, presents one of the most picturesque views on the route. The canal is dug here through the sloping ledge of a mountain running close to the margin of a steep declivity, at the bottom of which the narrow line of a dark-blue stream is seen winding between bushes and leafy wood.

The locks between *Mariefhof* and *Wenneberga* compose the 1st ladder of importance we meet with in the ascent of the Eastern Canal. The total rise is not less than 64 ft. The formation of the whole tract about *Wenneberga* seems to show that a considerable volume of water has flowed there, of which the little stream that runs to Söderköping is a dying remnant. The country is very undulating, hills, both high and low, rise in every direction like little islands from the level plain. The lake of *Asplången* is very narrow. At *Hulta* we enter the canal again, which continues its course to *Norsholm*, where the *Lake Roxen* commences.

At this point the *Stockholm-Malmö* railroad (Rte. 8) crosses the canal. *Norrköping* can be reached in
[Sweden.]

about an hour's drive. This is the *Manchester* of Sweden, is well built, has a good harbour, with a handsome iron bridge over the river. The machinery is principally worked by the river *Motala*, which dashes through the town.

By taking the rly. from this place to *Kathrinholm Junction Stat.* on the Line between *Stockholm* and *Göthenburg*, the journey can be broken if desirable (Rte. 3). From *Norsholm* runs also a railroad to *Vestervik*.

At the entrance to the *Roxen Lake* upon the N. is the estate of *Norsholm*. It is interesting, as having belonged to Bishop *Hans Brask*, who is said to have originated the design of constructing the *Götha Canal*.

The lake is 109 feet above the sea-level. It receives three large feeders, the *Motala*, *Svart ån*, and *Stångån*, but has only one river running out of it.

The steamer runs nearly the whole length of the *Roxen*, passing the town of *Linköping Stat.* (Rte. 8), which is seen in the distance upon the S. Upon the N.W. of the lake is the fine mansion which formerly belonged to the Counts *Douglas*, who had a large estate there. This branch of the celebrated *Scotch* family emigrated to Sweden during *Cromwell's* time, and hold a distinguished place in the annals of their adopted country, earned by their services in the field, as well as in the cabinet. The banks of this fine lake are wooded to the water's edge.

On the W. side of the *Roxen* a series of 11 locks is passed on entering the *Öst Göta Canal*, which is here carried up the face of a hill 70 feet above the level of the *Roxen*, and terminates in the *Wettern Lake*. The first 7 locks open into each other from the margin of the lake; the remaining 4 are at short distances apart. Observe the views, as well from the shores of the lake as from the high ground at the 7th lock; they are amongst the loveliest in the S. of Sweden, the noble masses of wood and water extending as

far as the eye can range. The oak becomes most abundant and very fine here. The steamer always takes about $1\frac{1}{2}$ hour to pass the locks, which gives ample time for visiting the

Conventual Church of *Vretakloster*. It is modernised, but highly interesting, and not more than 10 minutes' walk from the locks on the S. of them. The *Church* is in the Gothic style, and was founded in 1128, by Inge II., one of the three kings of Sweden who are buried in it. The bells are old. It is in the form of the Latin cross, and the chapels which have been constructed at the sides, as places of sepulture, render the exterior more picturesque. The first two chapels from the altar, on the S. side, contain the tombs of the kings, Magnus, grandson of Ingerad II., and of Reginald, son of Nicholas, king of Denmark, d. 1139. A third on the same side is filled with those of the Douglas family, and rich emblazonments of their arms, amongst which the "bloody heart" is conspicuous. In one corner of the chapel are a number of Austrian standards taken by "the Douglass" during the Thirty Years' War. On the north side is the vestry, which contains the tombs of several abbesses and other distinguished members of the establishment in former days. Adjoining the vestry is the Conventual Prison or Cell, now forming an entrance to the church. Observe the very antique font, the carved pulpit, and the tombs in the churchyard. The person who keeps the keys is generally to be found at the church upon the arrival of the boat, for which he looks out.

This portion of the canal terminates in the small lake of *Boren*, which is 243 feet above the sea-level.

About midway on a promontory on the S. side of this lake, is the fine chateau of *Ulfåsa*, belonging to the Stjerneld family; and most picturesquely situated. There is a library here of upwards of 5000 volumes,

and the gardens and grounds have been laid out at great expense. This place is celebrated as being the cradle of the maternal branch of the Brahe family. The neighbouring church of *Egbyborna* is interesting.

The **Borenhult** sluices commence immediately after passing the Boren. They form the ascent to the level Motala line of canal, and consist of 5 locks in close succession, by means of which a rise of 51 feet above the surface of the Boren is effected. They form one of the finest parts of the canal works—its banks overgrown with trees and saplings, which the steamer has almost to push on one side as she continues her course. From the upper lock there is a glorious retrospective prospect over the beautiful Boren and its smiling shores, wooded alternately with birch and pine, between which fruitful corn-fields and verdant meadows shine forth at intervals.

On the bank (northern) of the canal, halfway between Borenhult and Motala, in a little enticing grove, is the *grave of B. B. von Platen*, the ingenious founder of the canal. The place is enclosed by iron rails, and shaded by elms and poplars. The master could not have a more appropriate resting-place than here by the side of his great work; a flat slab of marble, with the inscription B. B. von Platen, is the simple memorial to cover his remains; his monument runs by at his side.

* **Motala**, where all the steamers call (*Iuns*: Motala: Prinz Karl). Pop. 2000. This town is fast rising into importance, in consequence of the large iron foundries and manufactories established here. They were established originally for the manufacture of the iron implements, &c., required in making the canal, under the management of an Englishman of the name of Fraser. The boat usually stops long enough to enable the passengers to see the place, but great

care should be taken, upon every occasion of leaving the vessel, to ascertain from the captain himself the exact time of departure, as instances have occurred of passengers being left behind. The largest iron foundries and manufactories in Sweden are at Motala. Iron steamers, steam-engines, rolling-mills, &c., are made here. Great efforts are made by the Government to improve the various native manufactures, for which object a large sum is annually expended. Intelligent young men have been sent to England and Germany to learn the most improved methods of manufacturing cutlery, with a view of improving that trade in Sweden. The best native cutlery is produced at Eskilstuna, a small town on the S. of the Mälaren Lake.

The ruins of the *Fortifications* at Motala are the remains of the works erected in 1567 to resist the passage of the Danes.

The country around Motala is beautiful; a short time might be delightfully passed here in exploring it, particularly along the E. shore of the Wettern.

There is good shooting and fishing to be had. The trout in the Wettern attain a great size.

The Wettern Lake.

The boat crosses late in the afternoon this lake, which is notoriously subject to sudden squalls, raising up nasty chopping seas. In some parts it is very deep, reaching soundings of 300 feet, and full of currents; the water is like that of a clear spring. These inland lakes are so vast that land at times is nowhere visible.

Shortly after leaving Motala the town of

Wadstena rises up on the left; Hotel Bellevue. Pop. 2500. The steamer is piloted cleverly into a very small harbour close to its Castle, which is one of the most

beautiful Renaissance buildings in Sweden. It is surrounded by walls and moats, flanked by 2 dome-capped towers, and has an imposing appearance. Internally, however, it does not harmonize with its proud exterior. It is in the hands of the Government, and is shown by a custodian who lives in a cottage behind the castle. The castle was built in 1545 by Gustavus Wasa, but for him and his family it was only connected with sorrowful associations. Duke Magnus, who inherited this castle by the will of his father, passed many years here in a state of insanity, during which, on one occasion fancying he saw a beautiful mermaid beckoning him, he cast himself from a window of the second floor into the moat, but was saved by a faithful servant.

Duke Karl took *Wadstena Castle* by storm; it was very much battered, but afterwards restored by John III.

Wadstena Church, built 1395, contains a beautiful monumental tomb of Duke Magnus, son of Gustaf Wasa, in the choir, as well as the graves of many historical Swedes; also the shrine of St. Bridget, to whom the ch. is dedicated, and an incised slab to Philippa, daughter of Henry IV. of England, wife of King Erick, d. 1430.

Beautiful pillow-lace is here offered for sale, but it is not too cheap.

The steamer now steers straight across the Wettern Lake to Wanäs Point, where it arrives in about $\frac{1}{2}$ an hour. Here we have before us the *Fortress of Karlsborg*, commenced in 1820 to defend the entrance of the canal. The main walls follow Wanäs Point, and form an oval polygon. The fortifications, which were never completed, entirely cover the wild and wooded Point. Darkness will prevent the traveller from seeing the beautiful waters of the Viken, and the West Gotha Canal, and the constant succession of locks, with the boat grinding against their sides, together with the gurgling of the water as it rushes in, is not conducive to sleep.

The *Lake Wiken* is soon reached, 398 feet above the level of the sea; it is of the greatest importance to the canal, forming as it does the reservoir upon which the supply of water for the whole of the western line depends. There are 19 locks from the key sluice at Tåtorp to the Wenern.

At *Pävelstorp* we pass the highest point of the canal, where there is an obelisk to the memory of Charles XIII. Soon after we arrive at *Töreboda*, where the W. Railway from Stockholm to Gothenburg crosses the canal. Here the journey to Gothenburg, Stockholm, or Copenhagen may be broken. At Norquarn there are 2 sluices, with a descent of 20 ft., and between these is situated the greatest aqueduct on the Gotha Canal. A brook is carried through 4 arches under its bed.

At *Sjötorp*, where the canal enters *Lake Wenern*, the scenery is very beautiful. It is a busy place, with its dry docks, harbours, basins, and jetties.

Beyond the town of Mariestad is seen the mountain of Kinnekulle, 927 ft. high, crowned with pine-forests and studded with villages and churches.

Upon Kållandsö is seen the *Leckö Slott* or palace. It is now in decay.

The best part of the day is occupied in running down this enormous lake (Wenern), at times almost out of sight of the shore. It is 94 m. long, and its greatest width is 43 m. Its surface is 148 above the level of the Kattegat; its greatest depth is 350 ft.

The town of **Wenersborg** (*Inns: Stadshuset; Victor*), 5300 inhab., situated at the S. extremity of Lake Wenern, is the residence of the Governor of the Province of Elfsborg. It was formerly fortified, and has several times been sacked and plundered by the Danes and Norwegians. In 1834 the town was destroyed by fire, which spared only the Governor's mansion and the church. The new built town is regular and ornamental, and a pretty pier acts as a breakwater to the waves of the angry Wenern. It is connected

with Dalsland by a drawbridge and pier called Dalbobron. Beautiful view from the heights behind the Dalbobridge at the inn Kasen.

The Rly. from Uddevalla to Herrljunga crosses the Gotha Canal here (See Rte. 23.)

The mountains of *Halleberget*, 485 ft., and *Hunneberget*, 490 ft., upon the bank of the Wenern, E. of the town (a walk of 30 minutes), are interesting. (See Rte. 23.)

On leaving Wenersborg the steamer's course is not direct down the Gotha river to the left, but into the little bay of Wassbotten to the right, and on to the Charles Canal, cut during the reign of Charles IX. to avoid several minor preludes to the Falls of Trollhättan that interrupt the passage of the first part of the river.

The scenery is mostly flat and uninteresting till arriving at

The Falls of Trollhättan. *Hotel* facing the water, and close to the landing-place of the steamers, a large and commodious building; charges moderate, attendance and food very good.

The Gothenburg-Fahlun railroad has a station here, before crossing the river.

Those who can spare the time will do well to remain there a few days thoroughly to explore the beauties of this part of the river.

Trollhättan (the cap of the Water-witches) is a large village containing 3000 inhab., with extensive saw-mills close upon the finest portion of the first fall, all of which rather detract from the wildness and picturesque effect of the scenery. The various mills are worked by the falls, which represent an amount of actual energy which has been estimated at 225,000 horse-power.

The canal here is the most stupendous work upon the whole voyage. Including a small lake which has been taken advantage of, its length is

about half a mile, most of which has been blasted out of the solid rock. The difference of level between the highest part of the canal at Trollhättan and the point where it joins the river below the falls, is about 120 E. feet; there are 9 locks to be passed, which usually occupy upwards of two hours, affording the passengers sufficient time to see the falls. Immediately adjoining the river there is a double line of locks, those originally constructed having been found too small for the steamers and increased traffic on the line. Do not omit to see the lovely views from the cliffs near the locks, from whence the engineering difficulties which have been overcome can be best appreciated. From thence all the way up to the falls, which may be heard thundering in the distance, the ground inclosed between the canal and river is highly picturesque. There are several pretty villas, saw-mills, &c., in the pine-wood which runs along the margin of the canal, and the walks in this wood lead to some beautiful spots on the banks of the river, which there rushes along its rocky bed 100 feet below.

The falls are 7 in number, altogether 112 feet in height. The names are *Gullö fall*, *Toppö*, *Stampeström*, three called *Helvetes*, and *Flottbergström*. Toppö fall is the highest, 44 feet. But they are in fact magnificent cataracts rather than falls, and those who visit them after seeing some of the grand waterfalls of Norway, will perhaps consider they have been somewhat overrated. One of the great beauties here is the vast body of water always in the river. Upon the brink of the first fall it is divided by a small rocky island covered with firs, and the view of the dark waving line of the water just there, ere it rushes down over the rocks below, is one of the finest points of sight. From the platform at the back of the saw-mill, next the fall, is the best spot to see it. Several fatal accidents which have occurred here prove that it is certain

death to go down this fearful stream. The last instance was that of a man who in crossing the river in a boat was carried over. Several persons saw the accident, and as he reached the brink he coolly stood up and waved his hat—in an instant after he was dashed to pieces amidst the rocks and whirlpools below.

Lower down the river, but nearly on a level with the summit of the falls, is the *Kungsgrottan*, a curious excavation in the solid rock, nearly in the form of a hemisphere, on the sides of which are written, in large coarse characters, the names of a great number of Swedish monarchs and distinguished persons who have come hither to behold the wonders of Trollhättan. It is at present high above the bed of the Gotha river, nor can one readily understand how by the agency of water alone such a gradually curving surface could have been produced. The most probable explanation is that this rock has formed at some remote period a portion of the bed of a primeval glacier, whose torrents, whirling round loose stones, drilled holes in the rock, like the "pot-holes" found in England and elsewhere.

Near this spot and from another small island in the bed of the river which is reached by a bridge, the finest general views of the falls are obtained. A toll of 25 ö. is payable for a ticket to cross this bridge. None of the falls are of great height, and soon after passing the second island the river forms a succession of fine rapids for about an Eng. mile, and then flows tranquilly onwards. The banks of the stream are very rocky and precipitous, and on the W. side covered with trees wherever there is room for their roots to cling.

The fishing in the river is very poor.

After passing the locks at Trollhättan, the steamer again enters the Gotha river, which is thenceforth very picturesque all the way to Gothenburg, although widely different in character. For some miles below the

locks the banks remain rocky and precipitous, with beautiful mosses, lichens, heaths, and pine-trees clinging about them.

Lilla Edet is a large village, with several good houses and shops, about 13 Eng. m. below *Trollhättan*, and there is a comfortable *Inn*, close to the fine fall which the river makes here. The fishing is usually better than up the stream, where it is being constantly poached. The country around is also very lovely.

On passing the last locks below *Lilla Edet*, the banks become less wild, and the river soon flows tranquilly through a rich plain, with low, but very abrupt, hills at intervals. The banks are covered with enormous beds of rushes, which afford shelter to quantities of wild fowl. The flapper-shooting here is said to be excellent.

rt. The extensive ruins of the old castle of *Bohus* on an island are passed on the W. Here the river divides, and a large branch, flowing past *Bohus* and the small town of *Kongelf*, enters the sea by the *Elve Fjord*. From where the river separates to *Gothenburg* is 10 E. m.; the character of the scenery remains the same as that about *Bohus*; the upper portion of *Gothenburg* is seen a long distance before reaching it. The steamer is laid alongside the quay, and porters are in attendance, whose charges are fixed by tariff.

Gothenburg (see Rte. 3).

ROUTE 5.

STOCKHOLM TO NYKÖPING, BY FLEN JUNCT.

The same as Rte. 3, as far as
Flen Junct. Stat.

Wadsbro Stat.

Bettna.

Wrena Stat.

Stigtomta Stat.

Larslund Stat.

Nyköping (*Inn*: *Assemblée Källaren*) chief town of the province of *Södermanland*, and residence of its governor, with about 5000 inhab., situated on a small river of the same name, which connects the great network of lakes in the interior of the province with the Baltic. Its principal export is corn. The old town of *Nyköping* had a wealthy Franciscan convent and a castle, *Nyköpingshus*, the scene of many sieges and dark deeds, especially under the *Folkung* dynasty. Here *Magnus Ladulås* kept his brother and predecessor *Waldemar* in prison, and the son *Birger* starved his brothers *Erik* and *Waldemar* to death. *Charles IX.* died, and his daughter *Catherine* and her son *Charles X.* were born here. Castle and town were destroyed by the Russians in 1719, but some ruins of the former remain. The new town is pleasantly situated, has 2 churches, a fine square with a spring fountain, and several manufactories, the principal among which is the engine factory, belonging to the *Högbo Company* (see Rte. 17), with foundry, rolling mills, ship-wharf, &c., and where iron steamers, locomotives, and other railway plant are constructed.

Amongst places in the neighbourhood may be mentioned—*Svärta* iron-works, beautifully situated, *Harg's* cotton-mills, *Arnö* island and manor, *Wüderbrunn* agricultural school, and

the manor of *Sjösa*, with pretty gardens, and a handsome dwelling-house, which in 1719 was saved from the Russian depredators by an old woman beating a drum on their approach, which frightened them away. The ghost of Charles XII., shot but the year before, was still potent against his depopulated country's enemies.

Steamers leave Nyköping for Stockholm, length of journey $7\frac{1}{2}$ hrs.; for Norrköping, passage about 5 hrs. The distance by road N. to Stockholm is nearly 75 Eng. m. by:—

Svärdsbro, 15 E. m.

Stora Åby, $13\frac{1}{4}$ E. m., near the little town of *Trosa* on the coast.

Pilkrog, $13\frac{1}{4}$ E. m.

Södertelje, 10 E. m.

Filja, $13\frac{1}{4}$ E. m.

STOCKHOLM, 10 E. m.

The distance S. to Norrköping is nearly 40 E. m.

The railway is continued beyond Nyköping to

Oxelösund, where there is a good harbour. The steamer which passes through the Gota Canal from Gothenburg to Stockholm touches here.

From Flen, in the opposite direction, the rail is carried on to

Mellösa.

Helleforsnäs.

Hallsta.

Skogstorp.

Eskilstuna Stat. (see Rte. 2).

ROUTE 6.

STOCKHOLM TO KRISTIANIA, BY KARLSTAD AND ARVIKA—RAIL.

2 trains daily in about 18 hours.

The most direct route is by rly., following the Western main line, to Gotlenburg, as far as

Laxå Junct. Stat. (see Rte. 3).

Here the main line branches off to Wermland and Norway, on which are the following stations:—

Hasselfors.

Scartå.

35 kil., $21\frac{1}{2}$ E. m., from *Laxå*, *Degerfors* Junct. Stat. Branch Rly. to *Nora* Ironworks.

Björneborg Ironworks.

Christinehamn Stat., 61 kil., 38 E. m., from *Laxå* (*Inns*: *Jernväg's* Hotel; *Societetshuset*), which town is reached in $7\frac{3}{4}$ hrs. from Stockholm. It has about 4000 Inhab., and is chiefly remarkable for the great *Fasting* fair held here in the middle of March, at which the iron-masters and timber producers of Wermland and Nericia make their contracts with the Gothenburg merchants. There are steamboats twice a week to Gothenburg and Wenersborg. The rly. has been opened to the W. of this town, traversing a country generally flat, but exhibiting some of the best specimens of Swedish farming, by *Ölme*, *Wäse*, and *Skattkärr* Stats. to

Karlstad Stat., 101 kil., $62\frac{1}{2}$ E. m., from *Laxå*. (*Inns*: *Stads* Hotel, good; *Kristiania*, Rly. restaurant.) This is the chief town of Wermland, the residence of the governor, and the seat of a bishopric. Pop. 6500. Iron, timber, and grain are the staples of export. In 1865 the town was almost entirely burnt down, but is built up again in an improved style, and the N.W. railway is making it more important than ever. Great *Fair* in July (*Pers-messan*). It is situated on the large island of *Tingvalla*, formed by the mouths of the *Clar* river, at the head of the *Wenern Lake*.

During open water, it has regular communication by steamers with the towns on the shores of that lake, as well as through the *Gotha Canal*, with Stockholm and Gothenburg.

The drives and walks in the neighbourhood of the town are numerous

and very pleasing, amidst the vast pine-forests, which border the lake and river. Those who are fond of *fishing and shooting* will find this town a good place for both. "Most of the birds common to the northern forests are found in the vicinity and amongst the reed-beds in the numerous inlets of the Wenern; wild ducks are plentiful, as well as snipes. Excellent angling is also to be had in Wenern." —*Lloyd*, 'Field Sports in the North.' Salmon, pike, trout, &c., attain a large size here. Salmon also abound in the Clar river, but will rarely take either fly or other bait. The scenery of the upper part of the Clar river is highly picturesque; it abounds in fine cataracts and rapids, and a road leads up its left bank, throughout the whole extent of the valley, towards Røraas in Norway. A very long distance in the same direction may be accomplished by taking steamer from Karlstad up the river as far as *Lyckan*, thence proceeding by rail a short distance to *Frykstad*, and further by steamer up the course of the Fryken lakes to Thorsby at their upper end, a journey occupying altogether some 8 or 9 hrs.

From Karlstad the N.W. Rly. is carried through

Skåre Stat. on the Clara Elv.

Kil Junct. Stat. Here the railroad crosses the great railway from Gothenburg to Trollhättan to Falun. Kil is 121 kil., 75 E. m., from Laxå.

The river Norselven outlet of the Fryken Lake is crossed on this stage on a bridge, 600 ft. long and 64 ft. high.

Fagerås Stat.

Brunsborg Stat. Passing a tunnel, the train emerges on the wooded shore of Lake Vermelen, which is crossed on an embankment,

Edane Stat., and arrives at

Arvika Stat., 169 kil., 104 $\frac{3}{4}$ E. m., from Laxå (*Inns*: H. Kristiania; Stadshuset; and Rail. restaurant), a market-town, with 1300 inhab., situated at the upper end of the Glafs-

fjord, which by the By river and *Seffle* canal communicates with the Lake Wenern, and along which steamers proceed, four times a week, to Åmål and Gothenburg. In the neighbourhood are the fine estates of *Wik*, *Skönnvik*, and *Sund*, together with numerous iron and glass-works, &c.

Ottebol Stat.

Åmot. Many rock-cuttings.

203 kil., 126 E. m., from Laxå, *Charlottenberg* Stat. (Rail. restaurant.) This is the last station on the Swedish side. Here baggage is examined on entering Sweden, and carriages are changed. Hence the rly. continues across the Norwegian frontier to

KONGSVINGER Stat. (*Inns*: Railway restaurant with rooms; Mællerud's Hotel, and Jensens, but both distant from the station) and

Kristiania Stat., where the train arrives in about 6 hrs. from Arvika. (See *Handbook for Norway*.)

ROUTE 7.

CHRISTINEHAMN TO PHILIPSTAD.

RAIL.

39 E. m. in 3 hrs.

Christinehamn in Rte. 6.

The interior of Wernmland is rich in communications, both natural and artificial. Stations: *Nässundet*, *Storfors*, *Nykroppa*, *Herrhult* (where the line branches off to Falun), *Gammalkroppa*, *Nyhhttan*, where the line branches to the E. to *Persberg* on Lake *Yngen*, and to the W. to *Philipstad*.

6 $\frac{1}{2}$ E. m. to the N. of Christinehamn is *Sjöändan* Stat. the loading-place,

on the Bergsjö lake. This lake, by a navigable river, communicates with the *Ullvettern*, *Frovettern*, and *Allkvettern* lakes, which latter, through the River Tims, flows into Lake Möckeln, to the S.E. The latter also receives the River Svart-ån, draining a number of lakes to the N., and empties itself by the River Let, to the S., into the great lake of Skagern, which through the Gullspång river joins Wenern, some miles S. of Christinehamn. Ullvettern communicates to the N. with lake Öjevettern, this by a canal with Lake Aspen, and this by another canal with Lake Daglösen, at the N. end of which is the town of

Philipstad Stat., 2200 inhab. (*Inn*: Gästgifvaregården), beautifully situated on a river, navigable still further N. as far as the Lersjö lake, and in the neighbourhood of the great iron-mines of Taberg, Pehrsberg, &c. To the N.E. Öjevettern is connected with the Östersjön lake; this with Lake Yngen, from which a tramway leads W. to Philipstad, another N. to Lake Långban, and another E. to the Saxen lake. In this manner the innumerable mines, foundries, forges, farms, and forests, by which these lakes are surrounded, have easy means of communication with each other, as well as with Wenern, and through that lake and the River Gotha, with the North Sea. The scenery is generally very picturesque along these routes, by making use of which the tourist, if not afraid to rough it a little, may explore large tracts of country in the mining districts of E. Wermland and W. Nericia; and the sportsman will find much good shooting and fishing. A *steamer* runs in summer between Sjöandan and Philipstad, and from thence a road leads N. through much wild country, and skirting the immense forests between the Clar and W. Dal rivers, mentioned in Rte. 17, about 10 m. to Näs, between Jerna and Floda on the road to Falun (see Rte. 17).

From Philipstad a railway goes to *Daglösen* Stat. on the Gothenburg-Falun line. To the S.W. the high road from Philipstad goes by *Brattsfors*, 6½ E. m.; *Upperud*, 13½ E. m.; and *Prestgården*, 11½ E. m.; to *Karlstad*, 8½ E. m.

There is a route from Philipstad to Karlstad by Daglösen and Kil Junction (Rte. 6).

There is a railway from Philipstad 72 kil., 44½ E. m., to the N.W. to

Edebäck, where there are extensive iron-works. The intermediate stations are unimportant.

ROUTE 8.

STOCKHOLM TO MALMÖ, BY KATRINEHOLM, NORRKÖPING, LINKÖPING, NÄSSJÖ, ALFVESTA, HESSLEHOLM, ESLÖF, AND LUND.

Railway, 618 kil., 383 Eng. m. Two through trains daily in 18 hrs. The fast night train 15½ hours.

This Rte. is the same as Rte. 3, as far as

Katrineholm Junet. Stat., where it turns due S. to Norrköping.

Leaving Katrineholm, the line crosses part of Södermanland, traversing tunnels near Grafversfors and Åby Stats.

182 kil., 113 E. m., from Stockholm, **Norrköping**, 48 kil., 29¾ E. m. from Katrineholm. *Inns*: Central Hotel; Nya Hotellet, Karl Johans Torg; Stora Hotellet. Seaport at the head of Bråviken, a long fjord from the Baltic, where it receives the waters of the Motala river, augmented by its passage through the large Lake Glan, and in its impetuous course

forming rapids and caseades, the motive power of numerous mills, which have made Norrköping the chief manufacturing town of Sweden. Pop. 27,500. Restaurants and cafés in *Stadshuset*, and at hotel *W 6* (pronounced vésex). The *Town-hall*, fine building in the great square, the centre of which is ornamented with a statue of Charles John XIV., by *Schwanthaler*. Norrköping was entirely burnt down by the Russians in 1719, and again suffered by four great fires in the first quarter of the present century. It is therefore now essentially a modern town and consequently spacious, and generally well built, though it boasts of no very striking edifices, except the *College*, or *Elementary School*, which is a noble building, erected on an eminence, at the top of a broad street. Four bridges cross the stream, which is divided by two islands, the *Laxholm* and the *Bruksholm*, commanding striking views. The coronation of Gustavus Adolphus took place in this town in 1800.

Manufactures, ship-building, and commerce, are the chief occupations of Norrköping. The principal among its numerous factories are *Holmen* for woollens, cotton goods and paper, *Drag*, *Smedjeholm*, and *Bergsbro* for woollens, *Norrköping* for cotton goods, *Gryt* and *Berg* for cotton yarn, *Malcolm's* for machinery, *Grepen* for sugar, *Thorshag* for cotton yarn and broadcloth, besides many others.

A great wool fair is held in July, and there is a public warehouse, where wool is stored on warrants. Of the 3 shipbuilding yards, *Nya Varfvet*, *Gamla Varfvet*, and *Motala Varf*, the two latter belong to Motala, and here the Swedish monitors are built.

Steamers leave for Stockholm, by way of Södertelje and intermediate stations three times a week—passage 10 hrs.; and in a S. direction twice a week, for Westervik, Oskarshamn, Mönsterås, Borgholm, and Kalmar,—passage 18 hrs.

Kolmården *Marble quarries* are

10 Eng. m. E. of Norrköping, and at an equal distance in S.W. the château of *Löfsta*, originally built by field-marshal Axel Lilje, and afterwards in the possession of the families De la Gardie and Fersen. It has a library of nearly 8000 volumes, and in the park there is a monument to Count Axel Fersen, the friend of Marie Antoinette, who acted as coachman in the attempted flight of Louis XVI. to Varennes, and subsequently was brutally murdered by an excited mob in Stockholm in 1810.

The most magnificent château in the neighbourhood is *Finspong*, on Lake Glan, 18½ E.m. from the town, formerly in possession of the Counts De Geer, now the property of Mr. Karl Ekman. The library here is considerable; likewise the picture gallery, with paintings attributed to Titian, Guido Reni, Rubens, and Jordaens. There is also a theatre, and a chapel with organ in one of the wings. The park is not very extensive, but there is quite a little town of comfortable dwellings for the large number of workmen employed in the cannon and other foundries, bar-iron forges, blasting furnaces, rolling-mills, engine factory, and saw-mills, belonging to the estate.

The Rly. next turns S.W., crosses the large river Motala, coming from Lake Wetter, and, passing near Count Piper's château *Löfsta*, crosses the Götha Canal near Norsholm Stat.

By a long bridge over the Stångå river, it reaches

229 kil., 142 E. m., from Stockholm, **Linköping Stat.** (*Inns*: *Stora Hotellet*, with stables—good; *Hotel du Nord*; and *Hotel Drufvan*). This is the chief town of the province of East Gotland and residence of its governor, as well as of the bishop of the diocese. It is built in a rich plain, upon the river Stångå, a short distance from its junction with the Roxen lake, which lies to the N. 8500 Inhab.

The *Cathedral* is a Gothic structure,

next to the cathedral of Upsala the largest in Sweden, being 329 ft. by 97 ft. wide and 55 ft. high. It consists of 3 aisles of equal height: its arched roof supported by 20 massive columns. The altar-piece is a colossal group in plaster by Bystrom. The tower, rebuilt in the 18th cent., is rather mean-looking. Several persons celebrated in Swedish history are buried in it. The Cathedral is undergoing a thorough restoration, and a stone spire, 50 ft. higher than the present structure, is to be added.

The consistorial *Library* is, in some respects, rich and valuable. There are upwards of 30,000 vols., including a large collection of rare editions of the Bible in various languages, besides a number of manuscripts. It was obtained in great part by the Swedish commanders in the Thirty Years' War, from German monasteries. Attached to this library there is likewise a collection of antiquities, a small cabinet of specimens of natural history, and a highly interesting numismatic collection.

Close to the bridge across the Stångå the memorable battle of Stångebro was fought 25th Sept., 1596, when Sigismund was defeated by his uncle, who was soon afterwards elected king of Sweden, as Charles IX.

A *steamer* keeps up communication with Berg, Norsholm, and other places on the Lake Roxen, meeting the canal-steamers in their course. A *steamer* leaves Håfvetorp after arrival of an omnibus, which takes 2 hrs. from Linköping, and proceeds along a very long and irregular lake, running down S. through the *Kinda Kanal* to the southern part of the province, and celebrated for the beauty of their scenery. On the banks of this water may be noticed many fine country-seats—*Hornsberg, Frösvik, Norrö, Hallsta, Brokind, Westerby, Säby, Cederberg, Stafsäter*, and others—adding to the picturesque effect of the landscape.

Other places of note, nearer to Linköping, are: *Nyqvam*, its harbour on

the Roxen; *Sturefors*, on the Lake Erlängen, and

Åtvidaberg, by the posting stations of Fillinge and Örsäter in S.E. This is at present the richest copper-mine in the country, and belongs to Baron Adelsvärd of *Adelsnäs*, the only territorial barony still existing in Sweden. The château, with its park, gardens, and forcing-houses, its breeding-stud and cattle-farm; the mines, with their machinery and railway, and the exquisite natural beauty of the surrounding parts of Tjust, are well worth the excursion to see. Åtvidaberg is also a station on the railroad Norsholm-Vestervik.

After leaving Linköping the railway proceeds by way of

Mantorp to Mjölby Junction, and thence by

Boxholm,

Tranås, and

Aneby, to

Nässjö Junct. Stat. This is the highest rly. stat. in Sweden, 1044 ft. above the sea, and the junction with lines from Oskarshamn in the E., Malmö in the S., Halmstad in the S.W., and Jönköping in the N.W. 350 kil. from Stockholm.

[From Nässjö a Rly. goes eastward to

Eksjö Stat., an inland town with about 3000 inhab., near to which is a remarkable fissure in the ground, 20 ft. wide and 128 ft. deep. From Eksjö, the railway proceeds, by Hult, Bruzaholm, Ingatorp, to

Hultsfred Junction, a point of divergence of the branch lines:—

N.E. to *Westervik* (Rte. 12).

S.E. to *Oskarshamn* (Rte. 12).

and N. to

Wimmerby, an inland town of some 2000 inhab., the centre of many agricultural estates and iron-works; another line runs from Hultsfred by Hvena and Ankarsrum to *Westervik*, on the Baltic (see Rte. 12). The Rly. Stats. are Ingatorp, Emarp,

Hultsfred, Mölilla, Rosenfors, Lillsjödäl, Berga, Fagershult, to
OSKARSHAMN (see Rte. 12).]

At *Nässjö* the rly. turns southward, by the château of *Ingårpsberg*, on the rt., between the lakes of *Runneryd* and *Ingberg*, and into the *Småland* highlands, the train passing the stat. of *Sandsjö*, and stopping at

Säfsjö Stat., on the lands of *Ekesjö Hofgård*, where *Svante Sture* resided before he became administrator, and after him many notabilities, belonging to the *Lewenhaupt*, *Wrede*, *Lillie*, *De la Gardie*, and other families. Further on is

Stockaryd Stat. The old ch. has paintings on roof and walls like those at *Habo*. *Toranäs*, *Spexhult*, *Prinsnäs*, *Prinsfors*, *Säfsjö*, *Örsbyholm*, and *Lamhult*, are country-seats seen on the way from *Nässjö*. The train now passes by the stat. of *Lamhult*, and through a desolate district of bogs and woods but rich in antiquarian remains, to

Moheda Stat., whence there is communication by coach with *Wernamo* and *Jönköping* (see above). About here are several lakes, the bottoms of which yield large quantities of bog-iron. In passing one of these, the *Dansjö*, which appears behind *Gåfvetorp Agricultural Institute*, a huge cairn is observed on the opposite bank, which is connected with an old tradition of *Blenda*, at the head of the women of *Wärend* Hundred, having destroyed a Danish army which, during the absence of the men, had invaded the country. In recognition of this service, the king on his return conferred on the women of *Wärend* the privilege of inheriting equal shares with their brothers. The time of this occurrence is too remote for its truth to be vouched for by history, but certain it is that of all women in Sweden those of *Wärend* only, by ancient usage, took equal shares in patrimony with the men, until the late King *Oscar* extended this privilege to all the country. The train next stops at

Alfvesta Stat., where 15 min. are allowed for refreshments. A Rly. here diverges to *Wexiö*, *Kalmar*, and *Karlskrona* (Rte. 9). Before reaching *Kalmar*, a line branches off at *Nybro* to the N.W. to the iron-works of *Säfsjöstrom*.

[The prevailing characteristic of the scenery between *Alfvesta* and *Halmsted* is tame; ground flat. Some hills occur, but not of great height; but these, with the broken ground, lakes, streams, and extensive woods, render some of the views *en route* very pleasing. The whole province of *Småland*, indeed, is intersected with lakes, presenting every variety of shape, some of them of considerable extent, and studded with small islands, as, for instance, the *Helga*, mentioned above; the *Åsnen*, not far from the road between *Wexiö* and *Karlskrona*; the *Vidöstern*, near *Wernamo*, along which and part of the River *Laga*, a road runs S. by *Tännö*, $6\frac{1}{2}$ E. m., *Dörarp*, 10 E. m., and *Ingelstad*, 10 E. m., to *Ljungby*, $13\frac{1}{2}$ E. m., where the river is crossed by the road from *Alfvesta* to *Halmstad*, and in the neighbourhood of which stat. the blackcock-shooting is well spoken of; the *Bolmen*, passed on the same road between *Trollestorp* and *Skeen*; the *Salen*, *Stråken*, *Möckeln*, and a number of others.]

Alfvesta to Malmö.

The train leaving *Alfvesta* for the S. passes by

Wislanda Stat.; thence to *Liatorp* with Lake *Möckeln* on the rt., while on the l. lies the humble little curate's cottage of

Råshult, the birthplace of *Linnaeus*, May 13th, 1707, in front of which an obelisk has been raised to his memory.

[From *Wislanda* a line branches off by *Grimsjöf*, on the *Åsnen* Lake, *Tornö*, *Ulfön*, *Ålshult*, *Almundsryd*, *Hofmansbygd*, *Härnäs*, and *Svängstaden*, to *KARLSHAMN*, 78 kil., $48\frac{1}{2}$ E. m., from

Vislanda (see Rte. 12). Also a line to the W. by *Ryssby*, and *Ljungby* to *Bolmen*, 51 kil., $31\frac{1}{2}$ E. m., from Vislanda. Bolmen stands on a lake of the same name, 28 E. m. long by 6 broad, the source of the river Lagaå.]

Elmhult, the last station in Småland. The country about here is very poor and desolate. At *Getabäck* the rly. enters Skåne.

Ousby. A little beyond this station the line crosses the Helga river on an iron bridge, near the pretty *Ousby Lake*, with its leafy shores and islands, but for the rest the country continues to wear a dreary and desolate aspect, as if a curse was still upon the ground, ravaged for past centuries by Swede and Dane alike, when it was the border land between them. In this hundred of Göinge were also the chief quarters of the *Snappanar*, guerilla-bands of the utmost daring and activity, causing no end of trouble to Charles XI., when defending his father's conquests against the attacks of the Danish king.

Hüstveda Stat. is passed, and the train stops at

332 E. m. *Hessleholm* Junct. Stat. Rly. from Hessleholm Junct. to Engelholm, Helsingborg, and Kristianstad (Rte. 10).

The train, after leaving Hessleholm, skirts the pretty shore of Finja lake to the rt., passing by the country-seat of *Hofdala* and *Sösdala* station. The line now approaches the most fertile parts of Skåne, as it enters the county of Malmöhus. The next station is Höör, whence a little branch line runs to the village of *Hörby*.

Höör. The line continues along the beautiful Lake Ring, encircled with beech-woods, and bearing upon its shores the noble mansions of *Bosjö-Kloster*, *Fulltofta*, *Ousbyholm*, and others. *Stehag's* Stat. is passed by. In the neighbourhood are the great estates of *Trollenäs* and *Trolleholm*; *Billinge*, with a very fine ch.; *Rösingå*, near to which is *Odensjön*, an

extinguished crater, and many other volcanic indications; *Herrevudskloster*, a large château near Åby (see above), and in immediate vicinity to the extensive camping-ground of *Bonarp's Heath*. But few of these places, however, can be seen from the train.

362 E. m. from Stockholm, *Eslöf* Junct. Stat. (*Inns*: *Jernvägs-Hotellet*; *Nilson's*, very fair.) This is the most central rly. station in the province, and from here diverge branch-lines, in a S.E. and S. direction to Ystad, trains run in about 3 hrs., and in a W. and N.W. direction to Landskrona and Helsingborg.

Eslöf Junct. to Malmö.

The next station, *Örtofta*, is passed by, close to the *château* of the same name, as well as several other country mansions, and the train again stops at

372 E. m. *Lund* Stat. *Inns* and restaurants: *Stadshuset*, in the great square, good; the *Railway Hotel*, and *Skandinavien*. Horses and carriages for *Dalby*, $6\frac{1}{2}$ E. m. distant, can be had at the *Stadshuset*, price 3 kronor 20 ö., two horses. This town, Bishop's see and University, with about 14,000 inhab., is of high antiquity. It is situated in a plain of considerable extent, through which runs the Höje river, which in olden times was navigable up to the town. In the times of Paganism, Lund was a city of great commerce, with 80,000 Inhab. It was then surrounded with fortifications of wood, and filled with the booty amassed by the warlike Seanians in their piratical expeditions.

In the middle ages Lund was the seat of an archbishop, who was considered the Primate of the North. The Scandinavian monarchs, within whose dominions this part of Sweden was formerly comprised, were elected sovereigns of Skåne, on the hill of *Sliparebacken*, about $\frac{1}{2}$ m. from the town. Christian II. appears to have

been the last who observed this ceremony. Near this hill and Wallkärra ch. a most sanguinary battle was fought 1st December, 1676, when Charles XI. attacked and routed the Danes under Christian V., on which occasion upwards of 10,000 men perished. So desolating were the wars waged in and about this rich province during the latter part of the 17th centy., that when Charles XII. took up his headquarters at Lund in 1716, the town had only 680 inhab.

The chief object of attraction here is the *University*, which, except that of Upsala, is the only one in Sweden.

"LUND UNIVERSITY.—The new building was finished in 1882, and 200 years after the re-establishment of the university, in 1682, by Charles XI. The university was opened 1668, under Charles XI. Its professors were then Danes, Germans and Swedes. When the Danes took back the province of Scania from Sweden, the University of Lund was for a short time dissolved, in order not to encroach upon the functions of that of Copenhagen. Charles XI. reopened it, as stated above. During the wars of Charles XII., Lund University, like other institutions, was much neglected and fell into decay; but it gradually rose again after that king's reign, until it reached its most flourishing period in 1728. In that year Kilian Stobæus, who was the teacher of Linnæus, founded the natural history section of the university."

[Puffendorf, who, next to Grotius, is the great authority in matters of public law, was appointed Professor in this University in 1670, and here he published his celebrated work, *De Jure Naturæ et Gentium*.]

"The university again losing its high rank amongst Northern schools, and falling into decay, in 1829 it obtained the first state subsidy, which has since been increased year by year. The new buildings were erected at the country's expense. The plans are by the architect Helgo Zettervall, superintendent and chief commissioner of

public works (in Sweden always an eminent architect). The first stone was laid on May 31, 1878, the site of the new buildings being the old botanical gardens, the remains of which are now formed into a park between them and the old buildings. The latter, erected in 1800–1802, receive the collections, for which no room is provided in the new university buildings. The present university staff comprises 32 professors (ordinary and extraordinary), 8 masters, 24 "doctenti," and 9 library officials. The number of students is about 700." —*Builder*, Jan. 13th, 1883.

The *Library*, open from 12 to 1, contains upwards of 80,000 volumes, besides 1000 manuscripts, many of which are particularly interesting, as for instance the *Necrologium Lundense*, and *Liber daticus Lundensis*, the oldest original Danish record existing. There are several museums: the Historical is rich in antiquities of Sweden and Lapland, and so is the Numismatic collection in Anglo-Saxon and Roman coins and medals; the collections of Natural History and Mineralogy also deserve notice. *Obs.* the antiquities collected by Professor Nilson, with a bone arrow still sticking in a human skull!

Before the Reformation there were no less than 6 monasteries and 21 churches here. Of the latter there are now but 2, besides the **Cathedral*, which is a large, irregular structure, built at different periods, and said to be founded circa 1080; dedicated 1145. It is 271 ft. long and 72 ft. high inside; the roof is supported by 18 columns. The only unaltered part is the circular E. apse, in the Romanesque style, surmounted by gablets, said to imitate the crown of thorns.

The restoration of the Cathedral is still going on. The carved stalls in the choir should be noticed.

The transepts are reached by a flight of steps. *Obs.* the bronze font and the fine seven-branched candlesticks of bronze, 13th centy., before the high

altar. The organ (1836) is considered the best in Sweden. The *pulpit* of alabaster, inlaid with marble, and some of the tombs, relics, &c., preserved here, deserve notice. The *Crypt* is, perhaps, the most remarkable part of this ancient edifice. It is 126 ft. long, 36 ft. broad, and 14 ft. high, resting on 24 massive pillars. Attached to 2 of the pillars, are quaint figures, said to be Giant Finn, his wife and child, turned into stone by St. Lawrence, for trying to thwart him in the building of the ch. Here is a splendid *monument* to Archbp. Birger. 1520, and 2 other prelates; also a well of pure water.

Not far from the cathedral, and in an equally open situation, is the palace-like building of the *Academical Society*, in front of which has been erected a bronze statue of *Tegnér*, modelled by Qvarnström. Here is an art-museum, a splendid assembly-hall, a club called the *Athenæum*, where foreign newspapers are kept, and travellers can be introduced by members; also a very good restaurant and *café*, open to the public.

The *dwelling* of *Esaías Tegnér* the poet, and the study where he wrote, are preserved unaltered.

There are several pleasant parks and promenades about the town: *Lundagård*, *Råby Park*, *Helgonabacken*, the new *Cemetery*, the old and new *Botanical Gardens*, *Novilla*, &c. At some little distance is *Dalby*, formerly the bishop's residence, with a fine old ch., and a crypt in which the Danish king Harald Hein lies buried. Further on rises up a solitary hill called *Romeleklint*, with extensive views from the top, and the château of *Björnstorp* at its base.

Leaving Lund the train proceeds through a vast and fertile plain, past the château of *Trolleberg*, *Åkarp Stat.*, and *Alnarp Agricultural Institute*, and arrives at the handsome terminus in

383 E. m. **Malmö Stat.**, after a journey of 17 hrs. from the capital. (*Inns*:

Kramers H.; *H. Svea*; *Gustaf Adolph.*) This is the chief town of the shire of Malmöhus, and residence of its Governor; population 36,670. Situated on the Sound, in the midst of a flat but exceedingly fertile country, at the end of a long line of rly., with several manufactories, and a good, though small, harbour; it is a busy and flourishing town, exporting largely the grain of fertile Skåne, the granary (*Kornbod*) of Sweden.

In former days Malmö was strongly fortified, and a place of much importance. The walls have been destroyed, but the red *Castle* remains; a low building, flanked by 2 drum-towers, and now used as barracks and a prison. Bothwell, the third husband of Mary Queen of Scots, was long imprisoned here; he died in Denmark. From the battlements, in clear weather, Copenhagen may be seen to the W. with the islands of Saltholm and Amager between.

St Peter's is a fine ch., with transepts, built 1313 of brick, in the Pointed style, next to the Lund cathedral the most considerable ch. in Skåne; the *Town-hall*, in the principal square, built 1546, containing an antique Hall; and Kockum's ancient House, 15th centy.

There are not any pleasant drives in the immediate neighbourhood of Malmö. The beech-woods of *Torup* are 2 m. to the E., the château and gardens of *Skabersjö*, 1½ m. in S.E.

Steamers leave Malmö 8 times a day for Copenhagen, 16 Eng. m. distant, in 1½ hr., the last being at 10 p.m., and daily for Stralsund in 6 or 8 hrs. (see p. 5, Rte. H): twice a week for Gothenburg, calling at intermediate ports on the coast, and once or twice a week for Stockholm, calling at intermediate ports along the E. coast, and 5 times weekly to Lubeck.

Railways from Malmö S.E., by Skabersjö, Klörup and Marsvinsholm to Ystad, N.E. to Stockholm.

The road from Malmö to the N. goes by Lomna, 7½ E. m., Löddeköping, 6½ E. m., Saxtorp, 6½ E. m., and to

Landskrona, $6\frac{1}{2}$ E. m. Many large estates are passed on this road. At Klörup a rail branches off S. to

TRELLEBORG (*Inn*: Schweitz's), a small sea-port, shipping out considerable quantities of corn, but otherwise uninteresting. Pop. 2000. It is 27 E. m. S. of Lund. The submarine telegraph-cable to Stralsund is laid down here.

Nearly 19 E. m. to the S. of Malmö Skanör and Falsterbo, two very small towns on a neck of land jutting out from the S.W. corner of Skåne. Both are places of great antiquity, and there is an old saying, that "at the birth of Christ, Skanör and Lund were flourishing."

"När Kristuslät sig föda
Stod Lund och Skanör i gröda."

In the middle ages the herring-fishery brought riches, but the fish have long since disappeared, and the quicksand has nearly buried the towns. Still there are several ancient remains of interest, especially the two churches, which are held in great veneration by the country people around, especially that of *Falsterbo*, now partly imbedded in the sand. That of *Skanör*, built by a Lubeck architect, has a crypt, like the cathedral of Lund and the ch. at Dalby, and an old font, sculptured with figures of 20 ancient kings of Norway, &c. The towns are neat and trim, and mostly inhabited by seafaring people, who earn their living by sailing from other ports. Off Falsterbo there is a long and dangerous reef. Hares and foxes are hunted on the adjoining heath, and wild swans are plentiful, especially in the bay N. of the peninsula.

ROUTE 9.

ALFVESTA TO WEXIÖ, BY KALMAR AND KARLSKRONA.

From Alfvesta (Rte. 8) a branch Rly. diverges to Wexiö, passing by 8 kil., 5 E. m., *Gemla*,

13 kil., 8 E. m., *Räppe*, on the Helgasjö.

18 kil., 11 E. m., *Wexiö Stat.* (*Inns*: Nya Hotellet; Stadshuset), the only town in the shire of Kronoberg, and residence of its governor and a bishop, with about 4000 inhab., situated on the S. branch of the romantic Helga Lake. Anciently a place of pagan sacrifices, St. Sigfrid, the apostle of Wärend, caused a ch. to be built here, around which gradually rose a town. Ten times burnt down in the course of five centuries, Wexiö now presents the appearance of a modern town, almost entirely rebuilt since 1843. The *Cathedral*, restored by Professor Brunius, somewhat in the whitewash style, is 160 ft. long by 103 ft. broad, and encloses the tomb of St. Sigfrid. It has an altarpiece by Schröder, a library of 14,000 volumes and 300 manuscripts, and a numismatic cabinet, with a bust of Linnæus. The *High School* has a fine building assigned to it. The bishop's house is called *Östraby*, situated just outside the town, at the end of an avenue of old trees. It is interesting as having been for many years the residence of Bishop *Esaius Tegner*, the great national poet.

Amongst remarkable places in the neighbourhood are the imposing ruins of *Kronoberg* castle, from which the shire takes its name, formerly called *Biskopsberg*, a stronghold of the bishops. On an island in the lake,

are the ruins of *Berggrava*, another old castle in a bay of the lake, at one time belonging to Karl Karlsson Gyllenhjelm, the natural son of Charles IX. Also note *Kosta* glass-manufactory, *Lessebo* paper-mill, several iron-works, *Evedal's* mineral spring, with promenades, &c.

From Wexio by Åryd, Hofmanstorp, Lessebo, Gåsamåla, *Emmaboda*, Örsjö, Nybro, Trekanten and Smedby to KALMAR Stat., on the Baltic (see Rte. 12). From *Emmaboda* the train passes through Vissefjärda, Holmsjö, Bostorp, Rödeby to

KARLSKRONA (see Rte. 12).

ROUTE 10.

HELSINGBORG TO KRISTIANSTAD, BY
HESSLEHOLM JUNCT.

Helsingborg Stat. (*Inns: Hotel Mollberg*, dear; *Hotel d'Angleterre*; *Öresund*). Carriages may be had at both for excursions.

Steamers several times a day for Elsinore, crossing the Sound in 30 minutes, whence there is rly. communication with Copenhagen. The same coasting-steamers touch here as at Landskrona.

Helsingborg, a seaport on the straits of Elsinore, with 11,500 inhab., exports chiefly corn. It is a very old town, the scene of many important historical events, planted on the narrowest part of the Sound, nearly opposite the Danish Helsingör (Elsinore). A great battle was fought here on the 28th February, 1710, when Magnus Stenbock, during the absence of Charles XII. in Russia, completely defeated the invading Danes. A monument

[Sweden.]

marks the spot where Bernadotte first set foot on Swedish ground, just a hundred years afterwards. After a great fire in 1425, the town was removed by Eric XIII. to its present site. Before that time it probably surrounded the *old Castle*, which was finally demolished in 1680, but of which the keep, of 4 stories, somewhat Norman in character, still partly remains, in grim solitude, on a hill, from which the view over the Sound, the surrounding plain, and the opposite shore of Seeland, with Elsinore and Kronborg Castle, is extremely beautiful, particularly at sunset. S. of this hill is the college, a very handsome modern building. The *Church*, with projecting tower and gabled roof, ends in an apse to the E., and is an interesting example of Northern mediæval Gothic, restored.

Tycho Brahe, the astronomer, was born Dec. 14, 1546, at *Knudstorp*, an ancestral estate, two Swedish miles from Helsingborg.

In the vicinity are many interesting spots and fine mansions, and the drives along the shore are in constant view of the Sound, always lively with shipping in this channel, through which passes the whole commerce of the Baltic. The heights to the N. are covered with villas and gardens. At some little distance is *Sophiero*, a summer residence of King Oscar II., delightfully situated on a slope overlooking the Sound: further on the splendid château of *Kulla-Gunnarstorp*, and beyond this the neat little fishing-village of *Viken*. Here the road turns inland to *Höganäs*, for a long time the only coal-mine in Sweden, yielding a very indifferent article; more noted for its productions of fine pottery and of glass. It is $2\frac{1}{4}$ m. from Helsingborg. Still more to the N. is the château of *Krappertup*, and the coast runs out to a point, crowned with the mountain of *Kullen* and its lighthouse, all important to the navigator in the Catte-gat. S. of the town, $\frac{1}{2}$ m. dist., is the watering-place of *Ramlösa*, well built,

with charming scenery and views. All sorts of baths are prepared here, and the spring, which issues from the cleft in a sandstone cliff, is said to be a remedy against stomach complaints, rheumatism, and skin diseases. From hence a railroad continues, by Billeberga, to Landskrona $2\frac{1}{4}$ m. (see Rte. 11).

From Helsingborg the Rly. to Hesselholm and Stockholm proceeds by Ramlösa, Bjuf, Åstorp, and Klippan Junct. Stat. to

Hesselholm Junct. Stat. (Jernväg's Hotellet), on the direct Stockholm and Malmö line (see Rte. 8).

From Hesselholm the branch rly. extends in S.E. direction, $18\frac{1}{2}$ E. m., by way of Röinge, Ignaberga, *Winslöf*, *Önnestad*, and l. Karpalund for

Kristianstad Stat., residence of the governor of the shire of that name, with 9000 inhab. *Inns*: *Stadshuset* and *Werlin's*. Carriages may be had at these hotels, which are both in the little square. *Tivoli* and *Skjutbanan* are places of public resort in summer.

This town is situated on a long and irregular fjord called *Sjöviken*, which forms the estuary of the River *Helga*, and has its outlet at *Åhus*, the port of *Kristianstad*, $13\frac{1}{2}$ E. m. dist. by land. It was founded by Christian IV. of Denmark in 1614, and has been the scene of many a conflict in the later border wars; but the ancient fortifications have been, for the most part, demolished. $6\frac{1}{2}$ E. m. N. of the town are the powder-mills of *Torsebro*, in a picturesque spot on the *Helga* river, and E. of these are the lakes of *Råbelöf*, *Karsholm*, and *Ifö*. On the banks of the first there is a deep and remarkable cave called *Balsberg*, in the belemnite chalk; on the W. margin of the second, the château of *Karsholm*, and in the third, an island of considerable size, with caves like that of *Balsberg*, though smaller.

On the neck of land between the *Karsholm* and *Ifö* lakes, lies the

stately old-fashioned château of *Beckaskog*, with its park and gardens in a most beautiful situation. It belongs to the crown, and Charles XV. spent every year part of the summer here. It is now hired by the Prince Royal of Denmark, who is married with the daughter of Charles XV. The neighbourhood, as indeed the whole province, is full of aristocratic country mansions. S. of the *Ifö* lake, $11\frac{1}{2}$ E. m. E. of *Kristiansand*, is *Trolle-Ljungby*, a large turreted château, surrounded with parks and gardens, and where may be seen the famous *Ljungby horn* and whistle, trophies, according to the legend, of an encounter with the elfs at *Maglesten*, a large enchanted stone on the sandy plain near *Edenryd*, to which certain superstitions are attached.

Vanås, 13 E. m. N. of *Kristianstad*, is another splendid château, belonging to the *Wachtmeister* family, and where there is a picture-gallery, with an *Ecce Homo* by *Guido Reni*.

From *Karpalund* a short railroad runs southwardly to *Degeberga*. The S. high road goes further, by the posting-stations of *Brösarp*, 10 E. m., and *Rörum*, 10 E. m., to the little town of

Cimbrishamn, 1 m., on the coast, 1500 inhab., exporting considerable quantities of corn. At the fishing-village of *Kivik*, close by, is an ancient monument, which has been supposed to be of Celtic origin, but is considered by Professor S. Nilsson to commemorate ceremonies of Phœnician Baal-worship. On the road between *Karpalund* and *Degeberga* is the lordly castle of *Widtsköfte*, built by *Jens Brahe* in 1553, remarkable for its extensive gardens and parks, and for its old ghost stories. The estate at present belongs to Mr. *Stjernsvärd*, and besides a breeding-stud and cattle farm, has large preserves for fishing and shooting, the deer being numerous. N.W. from this place is *Maltesholm*, another magnificent château, built in 1780 by *Hans Ramel*. From *Cim-*

brishamn is a short line of railway to Tomelilla on the Eslöf-Ystad line.

The railway is continued from Kristianstad to Sölvesborg (31 kil.) by a narrow, 3½-ft. gauge line, by way of *Nosaby*, *Fjelkinge*, *Beckaskog*, and other small stations.

Sölvesborg, a small town, 38 Eng. m. from Hesselholm Junction. Ruins of a castle. Exports corn and spirits.

ROUTE 11.

ESLÖF STATION TO YSTAD, HELSINGBORG,
AND LANDSKRONA.

From *Eslöf Junct. Stat.* (Rte. 8) diverge branch-lines, in a S.E. and S. direction to Ystad, 3 trains daily in about 3 hrs., and in a W. and N.W. direction to Landskrona and Helsingborg.

The distance from Eslöf to Ystad is 76 kil., or 47 E. m. Time 3–3½ hrs. Fares, 5 kr. 40 ö. The principal stations are:

Hurfva, not far from *Skarhult*, one of the principal country mansions in the province, built in 1562 by the Danish general Rosensparre, with towers and an exterior wall. It has been in the possession of the Oxenstjerna, De la Gardie, and Brahe families, and belongs at present to a Baron Schwerin. There is a good collection of pictures.

Löberöd, near the *château* of *Löberöd*, belonging to the De la Gardies. The view from here, in clear weather, extends as far as Copenhagen. Besides the well-known library and family archives, this *château* contains valuable collections of pictures, engravings, original sketches, antiquities, and other curiosa.

Wollsjö. In the neighbourhood

is the *château* of *Öfvedskloster*; *Christinehof*, and the extensive alum-works of *Andrarum*. Löfvestad, Esperöd, Tomelilla, and Svenstorp. The country all along is exceedingly fertile and well cultivated. From Tomelilla a branch goes to Cimbrishamn (see Rte. 10).

Ystad Stat., a seaport on the S. coast of Skåne, 7000 inhab. (*Inns*: *Hôtel du Sud*; *Hôtel du Nord*.) Communication by *steamers* with Stockholm, Lubeck, Copenhagen and *Rönne*, on the island of *Bornholm*. The town is an ancient one, and has had many ups and downs in its time. A celebrated convent of Grey Friars flourished here in the 13th centy., and the ch., dedicated to *St. Peter*, still remains. The ch. of *Our Lady* is equally old. At present the little town has a brisk trade for its size. There are some old houses in the Hanseatic fashion, an artificial harbour, and a *Lighthouse* of iron, 50 ft. high, which in 1866 was moved bodily 200 paces, to its present site, under directions of Major *Adelsköld*, of the Royal Swedish Engineers.

There are many grand country-seats round about the town, *Marsvinsholm*, *Bjeresjöholm*, *Krageholm*, and a number of others well worth seeing. The nearest way to Kristianstad by road is by the posting stations of Herrestad, Tranås, and Brösarp, on the road from that town to Cimbrishamn (see above). Railroad from Ystad to Lund and to Malmö (see Rte. 8).

Railway from Eslöf Stat., 20 E. m. to Landskrona, and 30½ E. m. to Helsingborg, goes by the stations of 1. Trolleås, near the beautiful *château* of that name (see above), 2. Marieholm, 3. Teckomatorp, 4. Billeberga *Junct.*, where this line again divides, and 5. Asmundtorp, to

Landskrona Stat., a seaport town on the Sound, with about 9000 inhab., a citadel, and fine harbour, from which

large quantities of corn are exported. *Inns*: *Druftan*, in Karl XV. Torg, near the harbour; *Gröna Lund*, with gardens *Stora Vårdshuset*, with stables, good. There is a large sugar refinery, two iron foundries, and machinery workshops, &c.

Steamers to Copenhagen daily; to Gothenburg and intermediate ports on the W. coast, Malmö, and round by the S. and E. coasts all the way to Stockholm.

The large estate of *Säbyholm*, with mansion and park, belongs to the same company as the sugar-mill in the town, and is exceedingly well farmed: large quantities of beetroot are cultivated here for sugar-making.

Tycho Brahe's island of *Hven* may be easily visited from Landskrona. The distance is 5 Eng. m., and a sailing boat costs 5 kr. There are only very small remains of the famous observatory, Stelleborg. He was born at *Knutstorp*, 14½ E. m. N.E. of Landskrona.

From Billeberga Stat. the other branch of this line proceeds by Tågarp, Wallåkra, passing by the château of *Belteberga* and a coal-field, Raus, near the thriving fishing-village of *Råå*, and Ramlösa.

Helsingborg (Rte. 10).

the general aspect of the scenery is too monotonous to repay the toil of so long a journey.

Railway from Stockholm to Norrköping (see Rte. 8). The fast train from Stockholm reaches Katrineholm Junct. Stat. in 3½ hrs. (see Rte. 3), from which station the Eastern main line diverges in a S. direction, to

Strängsjö Stat.

Simonstorp. Past the lakes of Flaten and Svinbogen, the line now enters the great forest of *Kolmorden*, the boundary line between Södermanland and East Gotland; during the middle ages this district was in bad repute for its brigands and outlaws, but is now cut through by roads in all directions. The next station is

Grafversfors. The line now runs a short distance, close by the pretty Lake Näkna, and crossing 5 of its bays, to

Åby, in view of the Bråviken fjord on the l., to

Norrköping Junct. Stat. (see Rte. 8).

A mail-coach leaves Norrköping 3 times a week by the post-road to the S., the first station being

10 E. m. *Söderköping* (see Rte. 8), and in succession:

6½ E. m. *Fröberga*. The country is very pretty all the way to

Gusum, 13½ E. m. About midway from here the county of Kalmar is entered, nearly one-half the surface of which is occupied by bays of the Baltic, innumerable lakes and extensive woods. A short mile S. E. of the station, at the head of one of those bays, is the little port of *Waldemarsvik*, a loading-place for deals, and on an island in the bay is *Fågelvik*, the country-seat of Charles VIII. before he became king.

11½ E. m. *Knappekulla*.

6½ E. m. *Skedshult*.

13½ E. m. *Wida*. Upon this stage the road winds along the W. shore of the Gamleby bay, and the coach stops for half an hour at the post-office of *Gamleby*, a small loading-port, where there is an inn and steamboat com-

ROUTE 12.

STOCKHOLM TO KRISTIANSTAD, ALONG THE COAST, BY NORRKÖPING (RAIL), WESTERVIK, KALMAR, AND KARLSKRONA. (ROAD OR RAIL.)

Steamers leave Stockholm twice or three times a week for all the principal places on this route. By road the distance is 458 Eng. m., but

munication with Westervik 4 times a week.

8½ E. m. *Seglerum*.

[There is also a railway from Norrköping to Westervik, branching off at *Norsholm*, whence the distance to Westervik is 73 E. m. There are a number of small uninteresting stations, and frequent stoppages, so that the journey occupies 8 hours.

Atvidaberg, 26 E. m. from Norsholm, is the most important station, well worth visiting on account of its copper mines, the richest in Sweden. (v. Rte. 8.)]

10¾ E. m. **Westervik** (*Inn*: Hotel de Ville). A thriving seaport town, with about 5500 inhab., builds ships and exports corn, iron, and deals. In the neighbourhood *Ankarsrum's* iron-works, 2½ m.; *Wirum's* copper-works, belonging to an English company; the château of *Casimirsborg* and others. *Pukeberget* with a remarkable cave, &c.

Steamers to Norrköping twice a week; to Oskarshamn, Mönsterås, Borgholm and Kalmar, twice a week; to Stockholm twice a week, passage 18 to 20 hrs.; these steamers, on their return from Stockholm, proceed southward and all round the coast, some as far as Landskrona; others up to Gothenburg. To Gamleby 4 times a week. In winter time the mails are despatched from this port to Wisby in the island of Gotland, by an ice-breaking steamer, constructed at Motala. There is also telegraph communication between the two places by means of a submarine cable.

The mail-coach leaves Westervik once a week for the posting-stations of

13½ E. m. *Lund*.

14 E. m. *Getterum*.

11½ E. m. *Ishult*.

10 E. m. *Jemserum*. From hence the road approaches the coast and skirts it all the rest of the way to Kalmar. The small islands all down this part of the coast are innumerable, most of them low and barren, or covered with stunted fir and pine. At a little

distance E. from this stat. is the small port of *Figeholm*, at the N. end of the long and narrow channel, intervening between the mainland and the island of Öland, which from hence remains in sight from the road. The next stat. is

13½ E. m. **Oskarshamn** (Stat. whence a railroad goes to Nässjö Junction. 93 E. m. 5½ hrs.). (See Rte. 23.) A seaport town since 1856, with 5000 inhab., formerly known under the name of *Döderhultsvik*. The town possesses above 40 merchant-vessels, and exports deals, iron, and corn. Hotels, restaurants, and cafés: *Societetshuset* and *Nya Hotellet*. Carriages at the latter. In the neighbourhood are the country mansions of *Wirbo*, *Frederiksberg*, and *Fallebo*, and off the town, in Kalmar Sound, a widely seen, solitary, high rock, called *Jungfrun*, where Claes Horn, in 1564, gained a great naval victory over the Danes.

The steamers to and from Stockholm and Norrköping touch here. The coach proceeds S. to

13½ E. m. *Påskallavik*, a small port on the Kalmar Sound.

10¾ E. m. *Mönsterås*, a loading-port with 1200 inhab., where the coach stops 45 min.

8¼ E. m. *Ålem*.

13½ E. m. *Ryssby*. From hence a road leads E. to Refsudden, 1 m., and thence by a ferry, ½ m. across the sound, to *Stora Rör* in Öland. The next stat. on the road is

12½ E. m. **Kalmar** (*Inns*: *Witt's* hotel, with table-d'hôte, is the best. At the stat. *Inn* meals are served à la carte; apartments may be had. *Stadshuset*. At *Aspelin's* restaurant is a table-d'hôte and café, and another café at the *Theatre*). This is the chief town of the shire of that name, and residence of its governor and a bishop, with 10,740 inhab. It has many manufacturing establishments and a considerable trade. It is situated in the narrowest part of the sound, which is here not

more than 5 Eng. m. across to Öland. The suburb on the mainland occupies the site of the very old town, which was burnt in 1647. The present town was then built on the small island of Qvarnholm, and communicates with the mainland by a bridge. The *Cathedral*, placed in the centre of the principal square, is a handsome building, designed by Tessin the elder, with 4 small turrets, but there is very little of the ecclesiastical in its architecture. There is a fine altar-piece painted by Ehrenstrahl, and a richly sculptured pulpit. The consistorial *Library* contains many interesting manuscripts.

Few places have been objects of more contention than *the Castle* and the old fortified town around it, looked upon as the key of Sweden in the days when Brömseback, between Småland and Bleking, was the frontier of the kingdom. It has stood 11 sieges, and witnessed many other memorable events. By whom it was originally founded no one knows; but already in Birger Jarl's time it was the residence of his son Eric, Duke of Småland. Fief and title afterwards devolved on Eric, son of Magnus I., Eric, son of Magnus II., and Eric, son of Gustavus I. Here, in 1132, Skåne, Halland, and Bleking, were acquired for Sweden, though afterwards lost again through the pusillanimity of Magnus II.; and here, on 20th July, 1397, was signed, and in 1438 and 1482 confirmed, that celebrated *Act of Union of Kalmar* between the Northern kingdoms which, spite of all, could not keep them together. Many indignities, as well as calamities, has that famous old castle undergone. Gustavus III. turned it into a distillery, a trade then monopolised by the crown, and the reputed Hall of Union became the still-room, the throne of Queen Margaret having previously been disposed of for a few dollars. Gustavus IV. converted the building into a granary. On the chief tower, where of old a large gilt globe had shone far over land and sea, an ignoble wind-mill was erected, but afterwards taken

down. It was reserved for King Oscar I. to rescue what remained of this venerable pile, and to commence the restoration of its interior, which has since been continued, though slowly. The bedroom of Eric XIV., panels and doors decorated with inlaid work by his own hands, is again seen as it was. The fountain in the palace-yard is much renowned.

Railway to Emmaboda and Wexiö, by Smedby, Nybro, Örsjö and Lindås, joining the main line at *Alfvesta* (Rte. 8). The distances are:

Alfvesta to Wexiö, 11. E. m.

Alfvesta to Emmaboda, 35 E. m.

Emmaboda to Kalmar, 35 E. m.

Steamers two or three times a week to Oskarshamn, Westervik, Stockholm (in about 24 hrs.); to Norrköping (in 18 hrs.); to Lübeck (in 24 hrs.); to Copenhagen (in 24 to 30 hrs.), calling at intermediate ports on the coast; Karlskrona, Karlshamn, Åhus, Ystad, Malmö, Landskrona, Helsingborg, and Gothenburg (in about 48 hrs.) once a week; to Wisby (in about 12 hrs.), and on every week-day to places on the adjacent coasts, at small fares.

[*Steamers* to **Borgholm** (Pop. 900), the little town on the island of Öland, either direct or by landing at *Färjestaden*, opposite to Kalmar and posting along the coast to the town. Its chief attraction is *Borgholm Castle*, a beautiful ruin of very ancient date, last inhabited by Charles X., before Christina placed him on the throne. Öland is 140 kil. (85 E. m.) long, and from 2 to 9 E. miles in breadth, and contains an area of about 12 Swedish square miles, with some 40,000 inhab. It is a Silurian limestone formation, rising out of the sea, and the innumerable wind-mills along its middle ridge have a peculiar appearance from the opposite shore. The ridge is double, and the flat hollow between is in the S. scarcely covered by a thin layer of earth, full of gaping cracks, and in summer

sometimes nearly as hot as Sahara; in the N. it is covered with large woods, abounding in game. The island has been famous for its breed of ponies, not more than 3 ft. high, but the race is now nearly extinct, and both agriculture and cattle breeding are much behind the times. Nevertheless the slopes from the central ridge, under the influence of a genial climate, present to the view a luxuriant vegetation in groves, corn-fields, and meadows, and much corn is exported. The island is rich in antiquities: stone circles, called ship-forms, ruins of fastnesses (*Ismanstorp*) and other remains, besides old churches, still standing. Coins and ornaments have been frequently dug up from the ground. At the south end is *Mörbylånga*, a considerable market-place, and in its neighbourhood the remarkable Runic stone at *Carlevi*, the extensive alum-works of *Öland* and *Lofver*, and the royal breeding stud of *Ottenby*. There are good roads and villages throughout the island, and both the sportsman and lover of antique church architecture will find ample occupation here.]

From Kalmar the mail-coach proceeds S. by the posting stations of

13½ E. m. *Wassmolösa*. In this part of the province the scenery changes, and but few lakes occur. The country continues level, and the road, keeping close along the coast, crosses numerous small streams.

6½ E. m. *Wärnaby*.

Söderåkra. The relays are at *Påboda*, a little further on.

7½ E. m. *Bröms*. The road here enters the province of Bleking, in crossing a small stream called *Brömseback*. This province is formed by the S. slopes of the Småland highlands, down which their accumulated waters discharge themselves by several rivers into the sea, through a country as remarkable for the beauty of its nature, as of its inhabitants, especially in the middle section, between the moun-

taineers to the N. and the fishermen among the islands and creeks on the coast.

12½ E. m. *Jemjö*. The road takes a course nearly due W. to the next station, and some pretty views are obtained amongst the islands.

8½ E. m. *Lyckeby*. Formerly a town with a strong castle, destroyed by the Swedes in 1564. Now a well-built village on a stream of the same name, with lovely views. Hence to

Karlskrona, 5 E. m. The principal naval station in Sweden, and residence of the governor of Bleking and the Port-Admiral, with 18,600 inhab. Hotels and restaurants: *Storkällaren*, *Frimurarkällaren*, and *Kung Karl*. Cafés: *Schwarz*, *Idströms*, and in summer the *Hogland park*, with a marble statue of Charles XIII. The town was built in 1680, in the time of Charles XI., who had found, by sad experience, how inconvenient it was to have his fleet shut up all the long winter in Stockholm. The greater portion of the town is upon the rocky island of Trossö, and the rest upon smaller ones adjoining, the whole being connected by bridges and an embankment, with the mainland. The harbour is particularly fine, and has a sufficient depth of water to float the largest ships up to the very quays. It has 3 entrances, but the only one practicable for large vessels is on the S. side of the town, and is defended by two strong forts. Other forts are planted further out in the fairways.

The old Docks were constructed at a vast expense, being blasted out of the solid granite. They were made in the time of Charles XII., and the new docks were constructed under Gustavus III. The establishment is upon an extensive scale, and together with the Arsenal, the model room, &c., will repay the trouble of examination.

The town is almost surrounded by islands, and there are some lovely

spots in the neighbourhood, particularly on the mainland. Fresh water is supplied by an aqueduct from Lyckeby.

The coasting *Steamers* from and to Stockholm, mentioned under Kalmar, touch here on their routes; smaller steamers run to Nettraby, Lyckeby, and other places in the vicinity.

Railway to Wexiö (see Rte. 9), by way of Emmaboda Junction. The distance from Wexiö to Karlskrona by train is 71 E. m. Mail coaches leave daily for

10 E. m. *Skillinge*, and

10 E. m. **Ronneby**, situated near the mouth of the river of that name. Formerly a town, its inhabitants were removed by Charles XI. to the newly founded Karlskrona. Since 1880 it has again become a town with a population of 1800, and a celebrated mineral spring. The neighbourhood is romantic. The river at its mouth forms a fine waterfall; above the town, at *Djupadal*, it rushes through the cleft of a rock, scarcely 3 ft. wide. A little to the N.E. of this place is the château of *Johannishus*, the largest estate in Bleking, belonging to Count Wachtmeister and beautifully situated. Coaches leave Ronneby 4 times a week for

10 E. m. *Hoby*. Near this stat. is the celebrated rock of *Runamo*, covered with Runic inscriptions, made out to contain a record of the deeds of King Harald Hildetand by the archæologists, but by the geologists found to be nothing else than natural fissures in volcanic trap.

5 E. m. *Trensum*.

5 E. m. **Karlshamn** Stat. A seaport town at the mouth of the Mie river, with about 6000 inhab., well built, with several manufactories, and a brick trade. Hotels: *Stadshuset*, *Gibraltar*. Café, *Bellevue*, with a lovely view of the *Asarum* valley. The surrounding scenery is very picturesque. At the end of the charming valley of *Asarum* is the large cotton-mill of *Strömma*. At the mouth of the Mör-

rum river is *Elleholm*, a fine country-seat, formerly a town with a castle, destroyed by the Swedes.

There is a railway from Karlshamn which joins the main line at *Wislanda*; and is distant from it 48½ E. m. (4½ hrs.). *Lake Åsnen* is passed by the way.

The same coasting steamers touch here as at Karlskrona. The coach continues its route for

6½ E. m. *Hästaryd*, and

8 E. m. *Norje*, to

6½ E. m. **SÖLVESBORG** Stat. An ancient seaport town, formerly large and flourishing, now inconsiderable; 1650 inhab. The ruins of its old castle are still partly standing.

Railway by Gualöf — Beckaskog Stats. The railroad enters the shire of Kristianstad, and after passing Edensryd, skirts the S. shore of the Ifö lake.

6½ m. *Fjelkinge* Stat. Thence to **KRISTIANSTAD** Stat. (see Rte. 10).

ROUTE 13.

ENGELHOLM, ALONG THE WEST COAST, TO HALMSTAD, GOTHENBURG, AND FREDRIKSHALD.

A good second-hand travelling carriage may be procured, without much difficulty, at Engelholm, and will be needed to make this long journey with anything like ease. The road, as far as Gothenburg, keeps near the coast all the way, and, except to visit the small towns, or try the fishing, or for some other special purpose, there is nothing of sufficient interest, *en route*, to repay the fatigue and cost of the

journey, besides which there is no very good station on the road. The coast along this route is of that rocky character which prevails throughout almost the entire extent of the Scandinavian peninsula: the shore is indented with bays and sharp-pointed crags, over which the waves break with ceaseless roar, and which run out far from the mainland into the sea, where their position is frequently only to be discerned from the foam on the chafed waters that cover them. Stern and cheerless, however, as the whole extent of the eastern shore of the Cattegat appears, its rocks do not assume any considerable elevation until we reach the immediate vicinity of the fjord of Gothenburg, and the commencement of the grand mountain chain which forms the boundary between Sweden and Norway. The road runs entirely within view of the sea, in many places actually skirting the very shore, but everything in this part of Sweden is on a small scale compared with the more stupendous features of the northern provinces. For the purpose, merely, of reaching Gothenburg, the voyage by steamer from Helsingborg, or the journey by *Rail*, are usually preferred; there is, however, but only during the winter, a mail coach on this route, which leaves Engelholm (Rte. 11) 4 times a week, and travels by the following posting stations:—

Engelholm. This small town is celebrated for its manufacture of gloves. It has about 1600 inhab., and exports corn. Much salmon is caught at *Luntertun* and *Engeltofta*, a large estate in the neighbourhood, formerly belonging to Charles XIV. *Railway* by the station Åstorp to Hesselholm Junct. on the way to Stockholm (Rte. 1). Engelholm to Landskrona (Rte. 11), 30 Eng. m. in $2\frac{1}{4}$ hrs.

8 Eng. m. *Margarethetorp*. On the following stage the road enters the province of Halland, through which it continues almost all the way to Gothen-

burg and crosses several considerable streams.

10 Eng. m. *Östra Karup*.

10 Eng. m. **Laholm.** This small town of 1500 inhab. is upon the Laga river, which is crossed here. The numbers of salmon taken in it have decreased of late years. In the neighbourhood, W. from Karup, is the little loading-place of *Båstad*, much frequented for its sea-bathing, and still further W. the fishing hamlet of *Torekow*, opposite *Halland's Väderö*, an island in the Cattegat.

3 Eng. m. *Tjerby*.

12 Eng. m. **Halmstad Stat.** (*Inns*: *Mårtenson's*; *Svea*; *Gästgifvaregården*). The chief town of the province and residence of its governor, with 6800 inhab., and export of corn and timber floated down from Småland; situated close to the coast, at the mouth of the River Nissa, in which are taken large quantities of salmon. It commands wide views over the Cattegat. The town is of ancient renown as a place of conference in the wars and disputes between the northern kingdoms, and was appointed, under the Union of Kalmar, as the meeting-place of their commissioners, to elect a new king in case of vacancy. Here is the scene of one of the decisive battles of Charles XI. Fine country mansions, beautifully situated, are *Stjernarp* and *Sperlingsholm*. Carriages for drives can be had at the posting-inn. The old square *Castle* still remains, but little else is seen of the ancient fortifications, which were razed in 1719.

Railway from Halmstad, in the commencement along the valley of the Nisså, to Nä-sjö Junction, from which lines radiate N. to Stockholm and the numerous towns around it; E. to Westervik and Oskarshamn; W. to Jönköping, Falköping and Gothenburg.

Steamers leave Halmstad twice a week for Warberg, Gothenburg (in 9 hrs.), Torekow, Helsingborg, Lands-

krona, Malmö, Copenhagen, and Lubeck. The coach goes N. to

8½ Eng. m. *Qvibille*.

7½ Eng. m. *Slöinge*, and

9¼ Eng. m. **Falkenberg**. A small seaport town with 1200 inhab., at the mouth of the River Ätra, in which great numbers of salmon are caught. The fish is less abundant than formerly, however, owing to the gradual silting up of the river. The water is usually in order by the end of April, and the fish average from 7 to 20 lbs. The best part of the river is private property. Hence to

8 Eng. m. *Morup*, and

10½ Eng. m. **Warberg** Stat. (*Inn*: Warberg's Hotel). Another small seaport town of great antiquity. Pop. 2700. Now a much-frequented bathing-place. The new bath-house is on a grand scale. The fortress, which is built on a promontory of rock, was formerly a place of considerable strength. It is now used as a prison. The same steamers touch here as at Halmstad on their route between Gothenburg and Copenhagen. There is a railway from Warberg to *Borås* (Rte. 23), and continued to *Herrljunga Junction* (Rte. 3). The distance from Warberg to *Borås* is 52½ Eng. m., and the railway takes about 4 hours. The coach proceeds to

13 Eng. m. *Backa*, calling at *Nyebro* post-office on the way and crossing the *Wiska* river.

8½ Eng. m. *Åsa*. On this stage the road crosses the heads of several of the rocky indentations, so characteristic of this wild coast.

11 Eng. m. **KUNGSBACKA**. This is a small town standing near the head of the fjord of the same name, and the last station in the shire of Halmstad. That of Gothenburg is entered shortly before arriving at the next station.

11½ Eng. m. *Kårra*. The hills gradually assume a bolder appearance as the road approaches

5 Eng. m. **GOTHENBURG**. For Inns, Steamers, &c., see Rte. 3. From hence to the Norwegian frontier travelling is performed by steamer from Gothenburg up the *Gotha River* and *Dalsland's Canal*, or by Railway. The scenery becomes more interesting, being of a much bolder character, and in some places picturesque. Pursuing the direct route from Gothenburg, the road leads up the valley of the *Gotha* to

6 Eng. m. *Agnesberg*. From hence the road crosses over the S. branch of the *Gotha* river, by means of a ferry to the *Island of Hisingen*, and again over the W. branch by another ferry to

6 Eng. m. **Kongelf**. A small, but very ancient seaport town, with about 1000 inhab. It was formerly a place of much importance and the residence of the kings of Norway. It is memorable in Scandinavian history from the congresses of sovereigns held here, from which it was called *Kungshäll*. In 1135 it was almost totally destroyed by the Vandals, a blow from which it never recovered, and since 1658 it has belonged to Sweden. In 1676 the town was removed to its present site, between the W. branch of the *Gotha* and the *Tontin Mountains*, from *Munkholmen*, an island in the river, on which are still to be seen the romantic and colossal ruins of *Bohus Castle*, originally a structure of wood, built in 1308 by King *Hakon* of Norway, but rebuilt of stone and greatly strengthened not long afterwards. It is now more and more decaying, but presents a striking object to the view from the road.

From hence the road passes through the shire of *Bohus*—the ancient province of "*Viken*;" hence *Vikingar*, the general appellation of the old pagan freebooters who swarmed out every spring from the fjords and creeks of Scandinavia, all the way to the coasts of England, Holland, and France. This coast is wild and desolate-looking in the extreme; naked,

reddish cliffs rise out of the sea, waging a fearful battle with the furious waves, when it happens to blow a gale, especially from the N.W., but among the headlands is many a snug inlet and little harbour, where a hardy and industrious population finds subsistence by agriculture, trade, and fishing. The whole province is rich in antiquarian remains, fastnesses, cairns, caves, ship-forms (stone circles), Runic stones and rock-inscriptions, and many are the traditions concerning such objects, which are still rife among the peasantry. The climate is bracing, and many invalids flock to the bathing-places on this coast in summer, adding to the life and bustle of its commerce at that season. From Kongelf towards the N. the stations are—

11½ Eng. m. *Kyrkeby*, a fishing-village opposite the considerable island of Tjörn, N. of which is a still larger island called Orust, both of them fertile and well cultivated in the interior.

6½ Eng. m. *Smedseröd*.

10 Eng. m. *Åsen*. After leaving this station the road at times skirts part of the Hake fjord on the W., across which is seen the beforementioned island of Orust, and upon the E. a group of hills commences which terminates near Uddevalla.

7½ Eng. m. *Gråhed*.

5 Eng. m. **Uddevalla**. (*Inns*: Jernwägshotellet; Gästgifvaregården). A thriving seaport town with 6000 inhab., said to be identical with Odensvold, a place of sacrifice in heathen times.

Railway to Wenersborg, Herrljunga, and Borås (See Rte. 23). To Åmål and Karlstad (Rte. 14). *Öxnered* (Rte. 14) is the junction, and is 15½ Eng. m. from Uddevalla. *Steamers* 4 times a week to Gothenburg, calling at Marstrand and other places, and 4 times a week to Lysekihl; also to Strömstad and Frederikshald.

The town is situated at the head of Hafstens fjord. In the neighbourhood are *Kapellbackarna Hills*, which are

remarkable for large accumulations of fossil shells, and other marine remains, 200 ft. above the sea; *Gustafsberg*, a watering-place S. of the town, much frequented in summer, as well for the beauty of its situation as for its mineral springs and baths; *Lysekihl*, at the entrance to the Gullmars fjord, 3 m. from Uddevalla, an outport with considerable trade and much frequented baths, and close by—*Kyrkvik*, a bathing-place, together visited by about 7000 persons in the course of the summer; also *Malmö*, an island inhabited some years back by a dwarf-like race, believed to be a remnant of the aboriginals in the land, and known as *Malmö pyttar*. Unfortunately a gale arose while they were out fishing, and nearly all the pyttar perished.

5 Eng. m. *Herresta*.

10 Eng. m. *Qvistrum*. Known in the annals of the border warfare on this side.

8½ Eng. m. *Svarteborg*. The range of hills seen upon the right is Kynne fjäll.

6½ Eng. m. *Rabbalshede*.

8½ Eng. m. *Hede*.

7½ Eng. m. *Skallerud*. This station is close upon the coast, along which runs a belt of small islands of rock, most of which are barren, and give a most desolate, but characteristic, air to the scenery about here.

5 Eng. m. *Wik*. Hence direct by *Eist* 1 m. and *Hogdäl* 1 m., or by

5 Eng. m. *Kollekind* to

5 Eng. m. **Strömstad**. (*Inn* and *restaurant*, Gästgifvaregården; carriages for hire.) A sea-port town and much frequented bathing-place, with 2000 inhab. It is built on a point of land which runs into a deep bay of the Skagerrack, and the general appearance of this coast bears evidence of the tremendous seas which prevail during the winter. The neighbourhood is rich in antiquarian remains of the kind described above, and during summer safe sailing-

excursions are made to the many islands along the coast.

Steamers 4 times a week to Grebbestad, Fjellbacka, Tongen, Lysekihl, Mollösund, Marstrand, and Gothenburg; twice a week to Fredrikshald or Mossviken, near Fredrikshald, meeting the steamers which ply between that port and Kristiania. From Strömstad the scenery becomes more pleasing to

8½ Eng. m. *Högdal*. This is the last station on the Swedish side. Towards the end of the following stage the deep fjord called *Svinesund* is crossed, which here forms the boundary between the 2 countries, and the first station on the Norwegian side is

10 Eng. m. *Vestgaard*, whence the road continues northward to Kristiania, but branches off eastward to Fredrikshald. (*Handbook for Norway*.)

ROUTE 14.

GOTHENBURG TO FREDRIKSHALD, BY TROLLHÄTTAN, WENERSBORG, LAKE WENERN—THE DALSLAND CANAL AND STRAND—RAILROAD, GOTHENBURG—KIL—FALUN.

Dist. 25¼ Swed. m., or 168 Eng. By water the journey to the Falls of Trollhättan occupies from 6 to 8 hrs., by *Rail* 2 or 3; the distance from Gothenburg is 8 Swed. m., or 54 Eng. A *Railway* runs from Gothenburg by Trollhättan and Öxnered (near Wenersborg), and near the W. shores of Lake Wenern, by way of Åmål to Kil Junction, whence it branches off to the N.W. to Christiania, to the S.E. to Karlstad and Kristinehamn, and to the N.E. to Falun and Gefle.

The road and rly. lead up the l. bank

of the Gotha river, as far as *Lilla Edet*. During the first 3 stages much cultivation is seen; after that the scenery becomes of a wilder character all the way to Trollhättan, and in some places very picturesque.

Nol Stat. On the following stage the ruins of the castle of Bohus are seen across the river (see Rte. 4).

Lilla Edet. There is a comfortable little *Inn* here, close to the grand fall which the Gotha makes at this place (see Rte. 4). The first stage from hence is through pine-forests and hilly ground, with large masses of granite, and towards the next station a magnificent view opens up.

Upphärad Stat.

Gerdhem. The road turns off here to the W., and runs over a poor and flat country to

Trollhättan Stat. There is a most comfortable *Inn* here, close to the falls, and the charges, like those at *Lilla Edet*, are very moderate. For description of the Falls see Rte. 4.

Proceeding from Gerdhem, the next station is

Öxnered, 2 Eng. m. W. of

WENERSBORG. See Rte. 4.

Wenersborg to Karlstad. Post-road keeps near the Wenern Lake, great part of the way, and along the N.W. side of it; the country is thickly wooded in most parts, and fine views of the lake are obtained, but the scenery along the shore is, upon the whole, too flat and monotonous to be very pleasing. The chief attractions on this part of the route are the fishing to be had in the lake, and the shooting in the adjoining woods. In some places there are also extensive beds of rushes on the sides of the lake, which abound in wild fowl. Probably the traveller will prefer to go by train. The distance from Gothenburg to Öxnered, the junction of the Wenersborg - Uddevalla line, is 51 Eng. m. Thence, passing by several important stations, we come to *Mellerud*, the

junction of the Sunnanå - Frederikshald line, whence there are trains to Frederikshald in Norway.

A little to the N. of Sunnanå is *Köpmannabro* Stat., where the line crosses the *Dalsland Canal*.

A line of *steamers* from Gothenburg by Wenersborg 2 or 3 times a week (restaurant on board) has opened out an agreeable inland water-route to Norway by the *Dalsland Canal* and a chain of small lakes. From Wenersborg the steamer ascends N. the Lake Wenern, coasting along its pretty wooded shores for about 6 hrs. as far as

Köpmannabro, where is the entrance to the *Dalsland Canal*. This fine work of engineering, planned by Nils Erickson, was completed 1868. It passes 2 locks at Upperud, also extensive iron-works there and at Håfverud. Near this the Canal is carried over the river on an *Iron Aqueduct*, 150 ft. long, and near 20 ft. wide. Here are 4 locks. Next it traverses Lakes Åklängen and Råvarpen, and through more locks to Katrineholm. Passing by Långed and Långbro, it enters into the beautiful *Lake Laxen*, where the large and well-cultivated estate of *Baldersnäs*, with extensive iron-works, belonging to Mr. A. M. Warn, of Gothenburg, and surrounded with lovely scenery, attracts the chief attention. At the N. end of this lake are the iron-works of

Billingsfors, where the steamer brings to for the night. 7½ hrs. from Strand the canal next enters the long and narrow Lake Lelängen, stretching for several miles in a N.W. direction up to the iron-works of *Lennartsfors*. Here it is joined to another lake of most irregular shape, running N. to *Töksfors*, far up in the province of Wermland, and with an E. branch ending at *Folsbyn*. A little past Lennartsfors, however, this lake turns abruptly to the S., in which direction it continues, under the name of *Stora Lee*, for several miles to

Westra Ed, the frontier of Norway being in the middle of its course for some distance.

The steamer from Wenersborg arrives in the afternoon at Strand, on the lake *Stora Lee*, between Lennartsfors and *Westra Ed*.

Beyond Köpmannabro, the railway proceeds by

Änimskog,

Tösse,

Åmål, a town on the Wenern with about 2000 inhab. and a small but secure harbour. Exports of corn, iron, and wood to Gothenburg. Steamers to that port by Wenersborg, and to Arvika by *Seffle* canal. A short distance from this town the line enters the province of Wermland,

Seffle,

Edsvalla,

Kil Junction, 144 Eng. m. from Gothenburg.

From *Kil* (*Jernväg's Hotel*) the distance by rail to *Karlstad* (Rte. 6) is 12 Eng. m., and to *Kristinehamn* (Rte. 6) 37 Eng. m.

The line "*Bergslagens Jernväg*" continues from *Kil* by *Daglösen* (Rte. 6), *Ludvika* (Rte. 16), and *Borlänge* (Rte. 22), to *Falun*.

ROUTE 15.

STOCKHOLM TO ÖREBRO, BY ENKÖPING, TILLBERGA, WESTERÅS, KÖPING, AND ARBOGA—TO SALA AND HEDEMORA.

Railway.—3 trains daily in 7 or 8 hrs. Quitting the central stat. the train passes *Karlberg*, once a royal château, now a military academy.

Charles XII. was born in it 1682. Rt. lies the *Church of Solna*, with an old round tower, and in its ch.-yard the grave of Berzelius.

Sundbyberg Stat.

Spånga Sta-Bro Stat.

Bålsta Stat.

ENKÖPING Stat. (Inn: Stadshotellet), a town of 2100 Inhab., on a river of the same name, 4 Eng. m. from Lake Mälaren. *Steamers* daily to Stockholm.

Lundby Stat.

Orresta Stat.

Tillberga Junct. Stat. Branch rail N. to Sala, Rte. 22.

Westerås Stat. in Rte. 2.

Kolbäck Junct. Railroad to Eskilstuna.

Munktorp Stat.

Köping Junct. Stat. (see Rte. 2).

Walskog Stat. [From hence branch rail by Kungsör to Eskilstuna.] The *Köping-Riddarhyttan* rly. commences at this town.

Åsby.

Kohlsva Stat.

Gisslarbo.

Bernshammar.

Karmanbo.

Uttersberg.

Riddarhyttan. At and near all these stations are large iron-works and mines, from which as far up as *Skinskatteberg* produce is conveyed down this line. From *Riddarhyttan* roads lead northward to Norberg and Smedjebacken (see Rte. 16).

Arboga Stat. (in Rte. 2).

Fellingsbro, past the handsome parish ch., and *Frötuna*, *Jäder*, and *Ellholmen* iron-works.

Frövi Stat. 1. is passed the considerable *Wäringen* lake, with its beautiful shores and islands; the fine château of *Hinseberg*, belonging to the *Tersmeden* family, presenting itself on a promontory. *Railroad to Linde*.

Dylta Alum-works Junct. Stat. Once the largest of its kind in Sweden, but lately exceeded in the production of alum, sulphur, copperas, &c., by *Latorp*, 11½ Eng. m. W. of Örebro.

Ervalla Station [Here the *Nora-Ervalla* line branches off, trains leaving for the intermediate station of *Jerla* and passing through a pretty country to

Nora Stat. (Inn: Gästgivargården). A pretty little town, with 1450 inhab., situated on a lake, and surrounded by a great number of mines and iron-works, on which the town principally subsists. From hence a road leads by the posting stations of *Greksåsar*, *Kjervingsborn*, *Grythytted*, and *Saxå*, through a hilly country, to *Philipstad* (Rte. 7), a station on the *Östra Wernlands* Railway, and another by the station of *Bondby*, past *Yxe* ironworks, to *Linde*. This town is more accessible by the railroad from *Frovi*.

From *Nora* run two railroads in S.W. direction through this very rich mining district, one by *Kortfors*, *Bofors*, *Carlskoga* to *Otterbäcken* at *Wenern*; the second by *Striberg* to *Degerfors* on the line *Stockholm—Laxå—Kristiania*.

LINDE or *Lindesberg* Stat., a town with 1500 Inhab., of little interest by itself, but with a good Inn, which may be used as a starting-point for excursions into the surrounding country, equally rich in natural beauty and in mines, furnaces, and forges of all kinds:

Dalkarlskyttan mines and blast-furnace,

Wedevåg iron-works on the Lake *Råsvalen*, along the western shore of which is a road, the picturesque views on which will, alone, repay a visit to this neighbourhood,

Guldsmidshyttan with a silver-mine, *Flögfors* with a copper-mine,

Ramsbergs iron-works, and others; all situated amongst a scenery of peculiar beauty, where the wooded heights are mirrored in a hundred lakes, while columns of smoke rise up from the manifold factories around, and substantial homesteads bear witness that, though

the earth's surface may be niggard, there are treasures for those that will penetrate beneath it. Indeed, there is great probability that the mineral capabilities of these large districts have not yet been explored to anything like their full extent.

From Linde the line continues by Storå, Guldsmeshyttan, Bångbro, to Laxbro, where, amongst a number of other works, are the copper-mines and smelting-houses of *Nya Kopparberget*, and further on by Stalldalen and Grangesberget to Ludvika. (See Rte. 16.)]

From Ervalla Junction the line passes due S. to

Örebro (*Inns*: Örebro Hotel; Björkeyren's H.), situated on the Svartå river, the residence of the governor of the shire of that name, embracing the greater part of Nericia and the Carlskoga mining-district in Wernland. The town, which has 10,500 inhabitants, is of ancient historical note, and was at one time included in the fief held by Engelbrecht, whose *Statue* in bronze, modelled by Qvarnström, and erected 1865, is one of the chief ornaments of the town. 15 parliaments have been held here, of which the most notable were in 1540, when the crown was made hereditary; and in 1810, when Bernadotte was chosen as the successor of Charles XIII. Örebro was partially destroyed by fire in 1854, and has been rebuilt in a handsome manner. There is an old, massive *Castle*, surrounded by a moat; a pretty *church* enclosing the tomb of Engelbrecht and some other curious monuments; a *Town-hall*, resembling the stately edifices of Brussels and Louvain; a theatre; a handsome building for the high-school, known as the *Carolinian Lyceum*, with a monument in front to the brothers Olaus and Laurentius Petri, the Swedish reformers, sons of a blacksmith in this town, and of which the elder became "Pastor primarius" in Stockholm, and the younger Archbishop of Upsala.

An old house in Silltorget (Herring-place), still preserved under the name of "*the King's Lodge*," was occupied in 1540 by Gustavus I. at the memorable Assembly of the States in that year. The town has considerable trade and manufactories, and a large printing-establishment, from which many of the best Swedish books are published. The *Köping-Hult* rly., part of the line to Stockholm, was the first line undertaken in Sweden.

Örebro may also be reached from Stockholm by water, in 18 hrs. A steamer leaves Riddarholmen once a week, and proceeding along the whole extent of Lake Mälaren, enters the Arboga river at *Kungsör*. Before coming up to Arboga the *Hjelmare canal* branches off to the l. near the manors of *Svarthäll* and *Reutersberg*, and continues through pretty scenery 10 Eng. m. to *Lake Hjelmare*, the fourth in size of the great lakes in S. Sweden, presenting a large sheet of water, uninterrupted by any islands of magnitude, and surrounded by low and uninteresting shores, along which, however, the fishing is said to be very good, pike and eel being especially plentiful, as well as *Kräftor*, a kind of small sweet-water lobster of a delicious flavour. The steamer now proceeds westward along this lake, calling at *Läppe*, on the southern shore, not far from Wingåkers rly. station, and afterwards passing *Engelbrechtsholm*, a small island near the manor of *Göksholm*, on which the Liberator Engelbrecht was treacherously slain by a turbulent noble, Måns Bengtsson Natt och Dag. A monument marks the place. The lake now contracts as the steamer reaches *Skeläck*, the loading-place of Örebro, at the mouth of the Svartå river.

ROUTE 16.

STOCKHOLM TO FALUN, BY STEAMER TO
SMEDJEBACKEN, STRÖMSHOLM CANAL.

By the canalisation of the river Kolbäck, direct steam communication has been opened between Stockholm and Lake Barken in the mining districts of Dalecarlia to Falun. This route is so much frequented, that 6 steamers are engaged in the traffic, occupying about 24 hrs. in the passage. Fares, 11 kr. for a cabin berth; children under 12 years half-price. These steamers, following the same course along Lake Mälaren as the Westerås boats, pass by the fjord of that name, and further on, the manor-house of *Wickhus*, *Tidö*, with an old castle built by Bo Johnson Grip, and a mansion erected by Axel Oxenstjerna, in which the great chancellor's audience-chamber is still preserved, *Fiholm*, an ancient seat of the Westerås bishops, the beautiful island of *Nyckelö*, and beyond that reach

Strömsholm (*Inn*: Elmström's), at the mouth of Kolbäck river, 7 hrs. voyage from Stockholm. This place is a royal domain, with a palace, originally built by Gustavus Wasa, and where his dowager queen, Catherine Stenbock, survived him and all his sons, until 1621, only eleven years before the death of Gustavus Adolphus. The present *Palace*, erected after a design of Tessin, by Hedvig Eleonora, queen of Charles X., was a favourite hunting residence of Charles XI., and is prettily situated on an island. Strömsholm is now a royal establishment for the breeding of horses. There is also a loading-pier, with a weighing-office for metals, a post-office, &c. Apart-

ments and board for travellers can be had at the house of Mr. W. Nyberg.

The steamer here enters the *Strömsholm canal*, which was finally completed in 1859. It is 7 ft. in depth, and has 32 locks. The river has been partly utilised in its construction, and the rapids and falls avoided by cuttings; at other places the canal runs through a succession of lakes. The scenery on both banks is beautifully diversified, and altogether this is one of the most lovely steam-routes that can be found in Sweden. The steamers *Norberg* and *Dalarne* continue their passage from Strömsholm about 2 a.m., when, in the middle of summer, daylight is breaking, so that the surrounding scenery is before the eyes of an early riser all the way. The first station the steamer touches at is called *Skanzen*; next come *Surahammar*, *Ramnäs*, *Seglingsberg* and *Wirsbo*, all of them iron-works. The steamer has now entered the long and narrow lake *Ämunningen*, and at noon reaches *Engelsberg*, whence a railway leads into the important mining district of *Norberg*, terminating at Krylbo Stat., not far from Avesta (see Rte. 22). Higher up, on the opposite shore lies *Westanfors*, and at *Sembla* a cutting connects this water with Lake *Barken*.

At *Söderbärke*, the next landing-place, the picturesque situation of its ch. and parsonage is much admired, and by 5 p.m. the voyage ends in the N.W. corner of Barken, at

Smedjebacken Stat., a village, but with a lively trade for its size. The whole neighbourhood is filled with mines and furnaces. A short *railway* is made from the village, over and along numerous lakes, and through most picturesque scenery to *Marnäs* and *Ludvika* ch. on the extensive Lake *Wessman*, which is the last link in this chain of communications into the remote mountains of Dalecarlia.

A steamer plies on Lake *Wessman* as far as *Grangärdet*.

From *Ludvika* there is railway to Falun by way of

Gräsberg,
Rämen,
Skrücka,
Borlänge,

Thence to Falun, as in Rte. 22.
Falun, Rte. 18.

ROUTE 17.

STOCKHOLM TO UPSALA AND GEFLE, BY
 THE DANNEMORA IRON-MINES —A. BY
 STEAMER, SIGTUNA—SKOKLOSTER. B.
 BY RAIL.

A. *Steamers* from Riddarholmen every morning reach Upsala in 5 hrs., calling at many places on their way. 90 kil., 56 Eng. m. Fare. 2 kr. A boat which leaves *Munkbrohamn* a little later goes to *Sigtuna* and Örsundsbro; a somewhat tedious journey, though the scenery is picturesque: whereas by Rail it takes about 1½ hrs., but the country is quite uninteresting. Travellers pressed for time may go by water, and after spending 2 or 3 hrs. in Upsala may return by rail at night.

Passing through Nockeby bridge, the steamer proceeds up the most N. branch of the Mälaren, which is very winding and irregular in form, having many bays and small islands, and divided by name into several "fjords." First comes Lammar-fjord, next Löfstafjord, where the steamer stops at the fine mansion of *Riddersvik*; then Görvål-fjord, on which is situated a château of the same name, built by duke Adolphus John, a brother of Charles X., while opposite lies *Lennartsnäs*, formerly the property of Marshal Lennart Torstenson, of 'Thirty Years' War' celebrity. Between this fjord and that of Skarfven, is a narrow strait called *Stüket* (see Index), in the middle

[Sweden.]

of which rises on an island, the mansion of *Almare-Stük*, in olden time a fortress to defend the fairway, which was destroyed by the Esthonians in 1188, afterwards a castle belonging to the archbishops of Upsala, which was levelled to the ground by Sten Sture in 1517. Near Runsa, one of the stations on Skarfven, at the head of a deep bay, is the royal palace of *Rosersberg* (see below); further on, past Steninge, and in about 4 hrs. from Stockholm, the steamer arrives at

Sigtuna. The station-house is small, but lodgings may readily be obtained at a private house. The town of Sigtuna, founded according to the legends, by Sigge Fridulfsson, the historical Odin, at a neighbouring spot which now bears the name of *Signildsberg*, was destroyed by the Norwegian king, Olof Haraldson, in 1007, and afterwards rebuilt on its present site, by Olof Skötkonung. In its best days the town is said to have had 10,000 inhabitants, but in 1188 it was destroyed by the Esthonians, and its gates of silver (probably belonging to one of the numerous churches), are at present in Novgorod (?). The foundation of Stockholm was the ultimate ruin of Sigtuna, and this ancient capital of Sweden is now little more than a village, with scarcely 500 inhabitants. Still the ruins of *Petri*, *Laurentii*, *Olai*, and *Nicolai churches*, as well as the dilapidated parish church, formerly part of a Dominican convent, are interesting to the antiquary. The walks among the woods and rocks in the neighbourhood are charming, and command extensive views of the lake. About half an hour from Sigtuna, up the lake towards Upsala is

Skokloster, the large antique château of the Brahe family, lineal descendants of the great astronomer, Tycho Brahe, and likewise of the Count Brahe, who commanded the centre of the Swedish army under Gustavus Adolphus at Lützen, and there fell with his royal

master. On a signal from the steamer a boat puts off from the château for passengers who wish to land there. Beds and food may be obtained at the Inspector's house, close to the château, which the family most kindly allow to be seen, whether they are residing there or not. The usual fee to the attendant is 3 kronor.

Skokloster was built about 1630, by Charles Gustavus Wrangel, one of the most celebrated Swedish generals of the Thirty Years' War. It forms a quadrangle, with octagon towers at each corner, and an open court in the centre, all the best rooms being on the first floor. Placed on a high bank, it commands fine views over the Mälaren Lake and distant country. The gardens are well kept, and contain a fine avenue of lime-trees. This château came into the Brahe family by marriage with that of Wrangel.

The collections here are extensive and interesting, including a number of portraits of celebrated Swedes, of Scotch companions in arms of the founder, and of members of the family. Amongst the latter are Tycho Brahe and the lovely Ebba Brahe, to whom Gustavus Adolphus was so fondly attached that he would have made her his queen, but for the schemes of his mother who, during his absence, married her to Jacob de la Gardie. Several of the king's letters to Ebba Brahe are still preserved in the library here. One room is devoted to souvenirs of numerous sovereigns and other illustrious visitors. The drawing-room ceiling is a very elaborate specimen of the decoration in vogue during the 17th centy. There is some fine tapestry, much of which is used as carpets! A rare old cabinet of inlaid work, the subjects coloured and in high relief, is of Bavarian workmanship, and a prize of the Thirty Years' War. Other cabinets contain a variety of costly objects of art, such as old drinking-cups, curiosities in amber, carnelian, and ivory, Venetian glass, &c. The library contains about 23,000 volumes, besides the

largest private collection of manuscripts in Sweden, and the armoury is equally of great value, containing 1150 firearms of all descriptions, and an immense number of swords, sabres, poniards, &c., some incrustated with gold and precious stones; others of historical interest, such as the shield of the Emperor Charles V., taken at Prague, and for the elaborate design of the subjects in relief upon it and their exquisite finish, meriting attentive examination, as one of the finest works of Benvenuto Cellini; the sword of the Bohemian Hussite chief Ziska; the beheading sword used at the execution of nobles at Linköping, &c.

The carriage and horses from Upsala cost about 6 kr., and the boat from Krusenbergs 2 kr.

On leaving Skokloster the banks of the lake become more cultivated towards the head of it, called Ekoln fjord, on the l. of which are seen several churches, and on the rt. *Kungshamn*, said to have been the naval station of the old Upsala kings. A little further on, the steamer, passing through *Flötsund* bridge, enters a small stream, the *Fyris*, the waters of which, tinged with a yellow mud, irrigate the historical plain of Fyriswall. To the rt. are now seen Danmarks, Waxala, and Old Upsala churches; to the l. *Ultuna* Agricultural Institute; and not until he is actually in the midst of the town does the traveller realise, by the massive outlines of the castle and the cathedral, that he is in

UPSALA. See below.

B. The shorter and more expeditious route from *Stockholm to Upsala* is by the *Northern railway*. Starting from the Central Railway Stat., Trains leave for Upsala, three times daily, in $1\frac{1}{2}$ to $2\frac{1}{2}$ hrs. 66 kil., 41 Eng. m.

7 kil. *Jerfva Stat.*

19 kil. *Rotebro.*

25 kil. *Wäsby.*

32 kil., 20 Eng. m., *Rosersberg.* $1\frac{1}{2}$ Eng. miles from the Station is the

Rosersbergs Slott, a castle which takes its name from the family of *The Roser*, to which it once belonged. It was the favourite residence of Charles XIII., and of his adopted son, Bernadotte. The picture gallery, library, and other rooms are worth visiting. The excursion is best made separately from Stockholm by the Sigtuna steamer.

36 kil. *Märsta*.

48 kil. *Knifsta*.

59 kil. *Bergsbrunna*.

41 Eng. m. UPSALA STAT.

Inns: *Jernvägs, Sala, Gefle, Stads-hotellet*.

Restaurants: *Upsala Gille*, W. Ågatan, No. 8, has a club-room with foreign newspapers, subscription, 1 kr. per month; single admission, 50 ö.; *Wauxhall*. *Cafés*, with Swedish newspapers, several.

Post Office in 35 Östra Ågatan, letter-boxes in various parts of the town.

Telegraph Office near the railway station.

Hired carriages may be had for excursions to Old Upsala and back, with one horse 2 kr., with two 4 kr., but the Gefle Rly. will take you within 15 min. Drives in the town, 50 ö. for one person, 75 ö. for two.

Upsala is the residence of the archbishop of Sweden and the governor of the shire; it has a University and about 15,800 Inhab. Its name was originally, *Östra Aros* (E. river-mouth), to distinguish it from *Westra Aros*, now *Westerås*; but after the destruction of the great pagan temple at Old Upsala (*the lofty halls*) higher up the river, the name, and in a great measure the importance, of this ancient metropolis became transferred to the present town, and though, upon the rise of Stockholm, the royal residence was fixed there, the kings were for a long time afterwards crowned in what may still be termed the ecclesiastical capital of Sweden, which is intimately con-

nected with many of the leading events recorded in its history.

Most of the principal buildings in Upsala are upon a high ridge of ground on the W. side of the town. From the *Castle hill* fine views are obtained over the town and apparently boundless plain to the N. and E.

The *Cathedral* (*Domkyrka*) is the chief attraction here. It is of brick, with stone portals, in the Gothic style. The exterior is very plain and austere. Though bearing no comparison with the great Cathedrals of France, Germany, or England, it still possesses considerable interest, spite of the restorations it has undergone, generally in the worst taste. It was commenced in 1260, and finished in 1435. A French architect, Etienne Bonneuil, furnished the plan, which was not adhered to after his death. Its extreme interior length is 370 ft. by 106 to 140 ft. wide; height in the choir 90 ft. Formerly it had three towers, one in the centre and two at the N. end, crowned with Gothic spires, 400 ft. high, and of elaborate design. These were destroyed by the great fire in 1702, and replaced by the two square towers, 180 ft. high, now flanking the N. entrance, not at all in keeping with the pointed architecture of the body of the edifice. The W. doors are of iron; on the S. porch is St. Lawrence, and the six days of the Creation. The proportions of the interior are very pleasing; the nave and choir are supported by 24 columns, the capitals of some of them decorated with animals of grotesque form, and by massive buttress-piers enclosing side chapels, which extend round nave and choir. To the rt. of the altar are placed, within a screen, the relics of *St. Eric* in a shrine of silver.

In the Gustavian chapel, behind the high altar, is the tomb of *Gustavus Wasa* and his two first queens (3 marble recumbent effigies flanked by obelisks at the corners), and decorated with coats of arms. It

was made in Flanders. The surrounding walls are painted in fresco by Professor Sandberg, representing, in 7 compartments, as many leading events in the life of Gustavus : 1st, commencing from the N. side, the Triumphal entry of Gustavus into Stockholm ; 2nd, the Battle between the Dalecarlians and Danes ; 3rd, Gustavus before the Town-council of Lubeck ; 4th, in Disguise as a Dalecarlian peasant ; 5th, his Harangue to the Peasants ; 6th, Presentation of the Bible translation to him ; and 7th, his Address from the Throne to his last Parliament. They date from 1831 to 1838. The sculptured gravestone of Birger Pehrson, lagman of Upland, father of St. Brita, lies in the adjoining chapel, date 1328, much resembling our English brasses of that period. Birger, in full chain-armour, tramples under foot a lion. From beneath the petticoats of Lady Ingeborg peeps forth a little monster ; around are small figures of their 7 children, among whom appears Brita with her hair down—a sign of grief. Next comes the chapel in N. choir-aisle of King John, whose monument, after being shipwrecked—fished up again, remaining for years forgotten in a Dantzic warehouse—was set up, crownless and sceptreless, by Gustavus III. Though the figure, by the Tuscan Donatelli, is worthy of that master, the castrum is of wood and the ornaments a regular makeshift—cherubim holding helmet and gauntlet, ladies with flowers, David with his harp, Melchisedec with bread and wine—such an incongruous assemblage as never before was seen. Queen Catherine Jagellon lies alone, on a fine monument beneath a crown suspended from the ceiling. An archway supported by marble columns, and hung with gilt emblazoned plates of arms, forms the background.”—*Marryat*, ‘One Year in Sweden,’ p. 150. Several of the great generals who served under Gustavus Adolphus are likewise buried here. In the chapel 3rd from W. end in N. aisle of the nave there is a fine

mural tablet of red porphyry, with a medallion bronze portrait of Linnæus, by Sergel. The great botanist is buried in a grave under the organ loft. There is a monument to the two grandchildren of Gustavus I. Beneath a plain tombstone lies buried the reformer *Laurentius Petri*, first Lutheran archbishop of Upsala. Various objects of much value, and others of historical interest, are shown by the sacristan. Amongst them are the sacrament service of gold and silver, the crowns and sceptres of John III. and his queen, a cup of pure gold between 2 and 3 ft. high ; a statue of the Scandinavian god Thor, a collection of chasubles and other vestments, &c. The cathedral can be seen by giving notice to the sacristan, who lives near.

The archbishop of Upsala is the primate of all Sweden ; prior to the Reformation, finally established under Gustavus Wasa, 1529, the revenues of this see were very great.

Close by the cathedral is the still older *Trinity Ch.*, situated in a park called *Odin's hund*, where an obelisk was raised by Charles John XIV. in memory of Gustavus Adolphus, as the great patron and second founder of the university.

The *University* of Upsala was founded by the Administrator Sten Sture the elder, in 1477, one year before that at Copenhagen. A fine new building has recently been completed. The students, about 1500 in number, are divided into *nations*, according to the different provinces to which they belong, each having a building of its own, but their lodgings are in private houses. They are distinguished by their white caps, with a narrow band of black and a small rosette of the Swedish national colours in front. The total cost of a student's expenses here during the two annual terms, is estimated at 60*l.* No one in Sweden can enter the clerical, medical,

or legal profession without having taken his degree at Upsala or Lund, and, according to Laing, it is calculated that of the total male population of the kingdom 1 in every 668 enjoys a university education. There are about 50 professors. The late King Oscar was brought up at this university, residing, whilst here, at the archbishop's palace. The chief buildings belonging to the university are :

The *Gustavian Academy*, erected by Gustavus Adolphus, and now containing a large lecture-room, museums, cabinets of curiosities, &c.

The *Carolina Rediviva*, a very handsome building, erected by Charles XIV., is chiefly occupied by the *library*, containing at least 200,000 volumes and 7000 to 8000 manuscripts.

Amongst the latter is "the celebrated *Codex Argenteus*, being a copy of the 4 Gospels, as translated into the Mœso-Gothic language by Bishop Ulphilas, at the latter end of the 4th centy. It is written in letters of silver (whence its name) upon vellum of a pale purple colour: the characters are nearly identical with the Runic. It is interesting and highly valuable, as the oldest monument of the Tenthonic language, which was first written by Bishop Ulphilas, who thus fixed the standard of the Gothic tongue. This copy was probably made by Ostro-Gothic scribes in Italy, at the end of the 5th or beginning of the 6th centy."—*H. L.* It belonged originally to an abbey in Westphalia. How such a treasure came there, no record exists to tell. From thence it went to Cologne and subsequently to Prague, where it fell into the hands of Königsmark, at the capture of that city. Again it wandered with the learned Vossius to Amsterdam, and upon his death (1669) was purchased by the Swedish chancellor De la Gardie, for 400 crowns, who presented it to the University of Upsala. The 11 leaves which long were missing, have lately been recovered, thus making up the original number of 188,

and the preservation of so ancient manuscript is marvellous.

Here also may be seen an old Icelandic Edda, the Holy Book of the Druses, the most complete copy in Europe; a Bible containing autograph annotations of Luther and Melancthon; and the Journal of Linnæus. The library is particularly rich in foreign, as well as native works, and the whole are admirably arranged and kept. Students and residents in the town are allowed to read here.

In the *Carolina Park*, adjoining this building, is a bust in bronze of *Charles XIV.*, by Fogelberg, and at the other end a building appertaining to the *Faculty of Chemistry*.

The *Botanical Garden* is a short distance on the W. of the library. It contains a museum of natural history, but it is not rich in specimens, nor are they well kept. There is a little temple in the gardens, with a good statue of Linnæus, by Byström, representing him in the act of lecturing upon his favourite flower, the *Linnæa Borealis*. The forcing houses are extensive and well filled. The old botanical gardens, with the *House of Linnæus*, are across the stream on the E. side of the town.

With exception of the library, which is only open from 11 to 1, the various collections, &c., of the University can be seen at any time of the day, by giving notice to the respective custodians. The easiest way for the traveller to do so is through the landlord of his hotel.

There are also other extensive collections:—The *Gustavianum*, containing zoological and other specimens; the *Regnelleum*, the *Anatomical Byggnaden*, the collection of *Northern Antiquities*, and of *Coins*; and the *Astronomical Observatory*.

The *Castle*, erected by Gustavus Wasa, 1548, remains in the half-ruinous state to which it was reduced by the fire of 1702. Only a portion of the building has been so far restored as to

serve as a residence for the governor of the shire of Upsala. Formerly it was the scene of many coronation pageants, and also of Queen Christina's abdication of the throne 1654. In the courtyard is a colossal bust, in bronze, of Gustavus Wasa, mounted on a pedestal formed of cannon taken from the Russians.

For persons fond of literary or scientific pursuits, Upsala has great attractions. It is a very healthy place and exceedingly cheap; the library is most extensive; and foreigners are received by the professors in the kindest and most friendly manner. The houses in the town are mostly of wood, and very neatly kept. They are comfortable, being warmer in winter and cooler in summer than dwellings of brick or stone.

EXCURSIONS FROM UPSALA.

A. To Gamla Upsala, or Old Upsala. The rly. from Upsala to Gefle will convey travellers in $\frac{1}{4}$ hour to

Old Upsala Stat., about $3\frac{1}{2}$ Eng. m. N.E. of the town. It is now reduced to a small village, but, next to Sigtuna, is of the highest antiquarian interest. It was here, after the dynasty and worship of Odin were firmly established in the country, that the national temple was erected, and the great sacrifices annually made. Here, likewise, justice was personally administered by the kings, and the Tings, or great assemblies of the people, were held here. A sacred wood then surrounded the temple, and sacrifices of every description were made to propitiate the deities worshipped there, human blood being considered the most acceptable to them. On some occasions parents even immolated their children. An account exists of 72 bodies of men and animals having been seen at the same time suspended from the trees of this sacred wood. The temple was

resplendent with gold, and the interior decorated with the statues of Odin, Thor, and Frey. Even after the lapse of 10 cents., the name of Odin still lingers among the peasantry, though now only as a demon, and as such often used for that of the devil. Thus, "go to Odin," is in common use, and in some districts the country people still leave a bundle of hay for Odin's horses.

The little granite *Church* is so old that it is conjectured part of its walls may have belonged to the ancient pagan temple. Observe a shrine (date about 1450) with 17 carved figures; a chest hewn out of the solid rock, the lock of the W. door, and the iron Poor-box. Still older, are the *three* large and remarkable *Tumuli* near this ch., 60 ft. high and 232 ft. in diameter, in which tradition avers that Odin, Thor, and Frey lie buried. That they have been formed by the hand of man and anciently used as burial-places is put beyond doubt by excavations made in 1874. By the side of these *Kungshögar*, is a smaller one, called the *Tingshög*, on which in heathen times was placed the king's chair, from which he harangued the assembled multitude. The whole neighbourhood is, besides, dotted over with lesser tumuli, and Olof Rudbeck relates that, within the circuit of 1 m. from old Upsala, he counted as many as 12,370 of them.

B. The Mora Stones (Morasténar). The *Mora stones* are about $6\frac{1}{2}$ Eng. m. S. of Upsala, in what is called the king's meadow, the spot where in ancient times the kings were elected and received the homage of their subjects, by *Wapenbrak*, or a mighty clashing of swords against shields, as the new-elected king mounted the homage stone to show himself to the people. The oldest homage stone had disappeared already in the time of Gustavus Wasa. It was usual, on each occasion, to place beside it a smaller stone, with the name of the new king engraved on it. Ten of these stones remain, but not all of

then are considered genuine. Gustavus III. caused this interesting national monument to be enclosed by a plan stone building, on the ceiling of which are inscribed the various elections of kings made at the Mora stones by the voice of the people; they are eight in all, from Stenkil, 1060, to Christian I. in 1457, besides Sten Sture, who, in 1512, was here chosen administrator of the kingdom, but undoubtedly many more elections took place on the same spot in still remoter times.

Not far from the Mora stones, in the parish of Daumark, lies the unpretending country house of *Hammarby*, the favourite residence of Linnæus, where he lectured to a numerous auditory both of Swedes and foreigners, and where he died in 1778. It is now a sort of Linnæan museum, with the apartments still preserved in the same state as when occupied by the great naturalist; his doctor's hat, even, remaining on a table. The lecture-room is still there, but his invaluable collections were sold to England, to the great mortification of Gustavus III., who sent a frigate in pursuit of the vessel by which they had been shipped off, to bring the treasure back, but too late. *Hammarby* is a short walk from *Bergsbrunna* Stat.

Skokloster may be visited from *Upsala*. On arriving there, order a carriage to be ready, drive to the chateau of *Krusenberg*, at the back of which there is a fisherman's hut, where a boat can be obtained across the lake to *Skokloster*, which may thus be reached in 3 hrs. from *Upsala*.

C. *Upsala to Dannemora and Gefle*—*Rail. Trains twice a day.* 114 kil., 71 Eng. m.; 4 to 5 hours. Fares, 8 kr. 55 ö., 5 kr. 15 ö.

This Railroad lies across the great plain of *Upsala* to the N.E. Fine views of the city are obtained; the cathedral and other large buildings standing out in bold relief against the

sky; and soon after, i. e., the Three Tumuli of

Gamla Upsala Stat.

Stor-Wreta Stat.

20 kil. *Wattholma*, near *Andersby*, the *Brahe* estate of *Salsta*. Rt. is the *Lake of Dannemora*.

27 Eng. m. *Örbyhus Junct. Stat.* [Hence a line branches rt. to

Dannemora and *Österby*, terminating at the sea coast at the port *Harg*, S. of the small trading town of *Östhammar*. Steamers run between *Harg* and *Stockholm*. At

Örbyhus there is a castle which belonged to the *Wasa* family, and was fortified by *Gustavus Wasa*. His son *Eric XIV.* was here poisoned by the order of *John III.* in 1577.

The **Mines of Dannemora** are 9 kil. from *Örbyhus*. This large mining field, embracing a wide group of iron mines' and furnaces, is not situated in a mountainous district, but in a marshy plain, the adjoining lake being at a 28 ft. higher level, and only prevented from flooding the mine by a dam of hewn granite, in places 38 ft. high. The metal produced from these mines is esteemed the best in Europe, and is extensively used in England for the manufacture of the finest qualities of steel; the ore yields from 40 to 70 per cent. of iron. The best time to visit the mines is at noon, when the charges are fired. There are mines also near *Söderby* in this district, besides the larger ones near *Österby*, and those who take interest in works of this description will be amply repaid for the fatigue and trouble of exploring them. The entrance to the chief mine of *Dannemora* is by a large excavation, 200 yards in length, and of considerable width; and at different points on the edge of this chasm small platforms are erected, which project over it, and upon these the cranes are fixed, by means of which the buckets containing the miners and the ore are raised and lowered. The ropes used are of iron wire, and the

machinery is worked by horses. The depth of the chasm is about 500 ft., and there are two modes of descending, either in a bucket, or by a succession of 19 ladders. Although perilous in appearance, there is little, if any danger, as accidents by either descent are almost unknown. It is necessary to be well wrapped up, for huge masses of ice fill up many of the lower depths, which the sun's rays never reach. From the bottom several galleries are formed, which lead to excavations now in work. The ore is obtained by blasting, and the continual explosions and smoke of the powder add to the infernal character of the scene.

The *Forges of Österby* should also be visited. They are about 2 Eng. m. from Dannemora, and amidst highly picturesque scenery. Here the ore is smelted by charcoal, and the iron prepared for exportation.

The *Château of Österby* is in grand style; its library and picture gallery are well worth seeing, and easily accessible. There is a good inn at Österby, and the place, with its many buildings and workshops, is like a little town. Another establishment of the same description and still greater magnitude is *Leufsta*, belonging to the family of De Geer, and peopled by about 1200 inhabitants, not far from Österby. *Forsmark, Harg, Gimo, Skebo*, and other places designated by the common name of the Lannemora works are in the neighbourhood.

From Örbyhus the Rly. is carried N. by Tobo, Tierp.

Orrskog Junct. Stat. Hence a branch to Söderfors Iron-works and *Anchor Forges*, situated on the Dalelf, here running in rapids and cataracts.

Marma Stat. At *Mehede* the railroad joins the noble Dal River, which forms a lake of great length, containing many small islands, and continues along it to

88 kil., 54 Eng. m. *Elfkarleö*, where the train crosses the river. 2 E. miles lower down the river is *Ilfkarleby*, a valuable salmon fishery, and the Dal forms some splendid *cascales*, 50 ft. high and 257 wide, which are considered next in importance to the Falls of Trollhättan. The scenery around is also most beautiful, and, as such, one of the most celebrated spots in Sweden. The king has a park and manor here. Crossing the Dal at Elfkarleö Stat., the railway leaps along the l. bank for some distance,

99 kil. Harnäs Stat., it approaches the coast of the Gulf of Bothnia.

114 kil., 71 Eng. m.. **Gefle Stat.** (*Inns*: Central Hotellet; Stadshotellet, good), pronounced *Yaivlé*, a thriving and industrious port, 100 Eng. n. N. of Stockholm, on the Gefle, here crossed by a stone *Bridge*. Ship-building is carried on here to a considerable extent. The harbour is excellent. The chief exports are timber and iron; imports grain and salt. The town, now one of the prettiest in Sweden, with 18,800 inhab., was almost totally destroyed by fire 1869. It has, however, rapidly risen up again, and is improved in appearance. The river Gefle here separates into three branches, forming two islands of moderate size, and is susceptible of being turned to excellent account. *British Vice-Consul* here.

Travellers, in skirting the shores of the Gulf of Bothnia, will have an opportunity of investigating the curious phenomenon of the progressive rising of the land. The fact of this elevation has been investigated by Von Buch and Lyell. Here, as well as at Kalmar and other places, marks have been placed along the rocks to ascertain the rate of this elevation.

Nearly all *Steamers* between Stockholm and Torneå touch here, going and returning, N. and S. along the coast (see Rte. 26).

Rail to Falun (Rte. 18).

ROUTE 18.

GEFLE TO FALUN AND DALECARLIA
(DALARNE), BY SANDVIKEN, STORVIK,
MORA—LAKE SILJAN, AND ELFDAL.

Railway from Gefle to Falun. Trains three times daily in 4 hours. 92 kil., 57 Eng. m. Fare, 5 kr. 50 ö.

Walbo Stat.

Sandviken Stat., on the Lake Storsjön.

Near to this stat. are the *Sandviken* works, producing when in full operation 2000 cwt. Bessemer steel per week. The conversion of the pig-iron, which rushes down in molten cascades into the hanging steel furnaces, is worth seeing; a steamhammer of 336 cwt., on an anvil of 420 cwt., forges iron plates of 1100 cwt. in weight; steel guns of 120 cwt. have been cast here, and the rest of the works are on the same scale.

Kungsgården Stat.

38 kil. *Storvik. Junct. Stat.* Rly. S. to Krylbo, N. to Östersund and Trondhjem.

Robertsholm. Born-Längsjön.

From Storvik the line runs through a region of forest and stony wastes, along lakes and across three bridges to the last station, near which lie the large steam saw-mills of

Korsnäs Stat., 87 kil., altitude 370 feet, *Carlsfors*, and *Näs*. Thence along Lakes Runn and Tisken to

Falun Stat. *Inns:* Stadshotellet; Dala; Nya Hotellet; Falu.

Falun, the chief town of Dalecarlia, and residence of the governor of the shire or *län*, which is officially called *Stora Kopparberg* (great copper mountain), as well as of a number of govern-

ment officials connected with the mines, has 7350 inhab. and 2 churches, the Kristina-Kyrka, and the Kopparbergs-Kyrka. Also the *Rådhus*, the *Gymnasium*, and *Magasinhus*, which latter contains a collection of minerals. Mr. Nordin, bookseller in the great square, gives information to travellers about the town and neighbourhood, and supplies maps, engravings, &c. Facilities for inspecting the mines and machinery, &c., are afforded at the *mining office*, on application, where a guide is appointed and overcoats provided. It is well to have on stout boots, as there are many wet places in the mine. The guide is paid one krona, with increase if the party be large, according to the number of visitors and the time occupied.

Falun is essentially a mining town, and the paucity of vegetation around it affords a striking proof of the influence of the fumes arising from the quantities of copper-ore smelted here. These fumes, however, appear to be a capital preservative against pestilence, cholera, and other epidemics, from which Falun, like Swansea, has been in a remarkable degree exempt, so that the Royal Court has at times taken refuge here when pestilence raged in Stockholm.

This place is much visited by mineralogists and other men of science, on account of its mines, as well as for the admirable machinery and works for raising and smelting the ore.

The *Great Copper-Mines* are situated on the W. side of the town; they are the oldest and most celebrated in Europe, having an historical existence of upwards of 600 years; but it is certain that they are much older, probably several centuries. The first public record, however, is in the time of Birger Jarl, when they appear to have been worked by the Lubeckers. In 1388 the powerful Bo Jonsson Grip, marshal of the kingdom, held half of them as a fief under Queen Margaret.

For a number of years the mines produced upwards of 3000 tons of cop-

per annually, but since 1650 the produce has gradually fallen off. In 1690 it was 1900 tons; in 1716, 1230 tons, and during the present century the production has not exceeded 400 tons per annum. Some of the excavations are now in a dilapidated and dangerous state. In 1750 a regular and systematic mode of working was introduced; prior to that period the robbing system had been pursued, and irregular excavations made in pursuit of the ore.

The principal shafts are—King Frederick's, 200 fathoms deep; King Adolphus Frederick's, 160 fathoms, and Kreutz's shaft, 120 fathoms. The external opening or excavation is not above 300 ft. in depth, but it is of immense extent, being at least 1000 ft. in length and nearly that in breadth, resembling in some degree the form and shape of an inverted cone. About a century back, in consequence of the injudicious mode of the workings that had been carried on, a run took place, and a large quantity of the surface crust fell in, which has left the present extensive chasm or crater, called *Stöten*, from which numerous galleries branch off to the workings in the interior. The descent for the first 46 fathoms is easy enough, as there are regular, though rather slippery, steps to that depth, which lead into some very extensive and magnificent excavations; among others into a large chamber in which a grand dinner was given to Charles John, his queen, and the Crown Prince Oscar, on which occasion the mines were brilliantly illuminated. Further down, the descent is by means of hanging iron ladders. The places to which Gustavus Adolphus, Adolphus Frederick, Gustavus III., Charles John, and King Oscar descended, are marked by their respective names carved in the rock and covered with glass cases. Accidents are rare, but have happened; the most curious being that of a young man, Mathias Israelson, who was lost in 1670, and his body not recovered till

1719, when it was identified by his former sweetheart, then an old woman, and on being exposed to the air became as hard as stone. In this state it was preserved under a glass case, but gradually fell to pieces, and had to be buried in 1740.

Connected with the mines are a *Mining-school*, an extensive technical library, a mineral and geological *Museum*, and a model room, which are well worthy of a visit.

After groping among the subterranean wonders of the copper-mines, a ramble amongst the peasantry in the neighbouring villages will be found all the more refreshing.

Dalecarlia, or Dalarne, chiefly consists of the two great river-basins and numerous side branches of the *Westerdal* and *Österdal* (or *W.* and *E. Dal*) rivers, which unite a few miles *W.* of *Falun* and there form the *Dal*. The population of these valleys is about 170,000, and they retain more of their ancient simplicity of manners, dress, and mode of living than the natives of any other part of Sweden. This arises from their isolated position, as well as from the fact of their thinking themselves a superior race to their more lowland neighbours in the *S.* It is from this district that the industrious peasants migrate in considerable numbers to *Stockholm* during the summer months. Their ingenuity is equal to their industry, for they are extensive manufacturers of basket-work, tools, clocks, watches, &c., which they sell all over the country.

Truth compels us to mention that cleanliness is not a virtue cultivated by the peasants. Differing from the rest of the Swedes, they do not wash, and some of their costumes being ancestral, the smell from a congregated body of them is almost unbearable. A smelling-bottle is indispensable if you go to church.

In traversing the country we shall fall in with many places memorable in the eventful life of the great Liberator

Gustavus Wasa. This province may truly be called the cradle of Swedish civil and religious liberty, for here rose Engelbrecht with his brother miners, and swept the oppressors out of the country; here the Stures found their chief support in struggling with the unionists; and here, finally, Gustavus matured, arranged, and commenced, after many wanderings, disguises, and hair-breadth escapes from treachery and his Danish pursuers, to carry out his great plan for the vindication of Swedish independence.

At *Rankhyttan*, on the S. shore of Lake Runn, the barn is still standing, where he threshed, disguised as a peasant; at *Ornäs*, also on the Runn, $8\frac{1}{4}$ Eng. m. from Falun, the building is maintained by the State, where he was saved by Barbro Stigsdotter from the treachery of her husband, Arendt Person. The room and the bedstead where he rested are still shown, together with a collection of Dala costumes, portraits and weapons. At *Borggärdet*, $17\frac{1}{2}$ Eng. m., first station on the high road to Gefle, is the end of the Svartsjö lake, the wooded shores of which sheltered Gustavus when pursued by the spies of Christian II. in 1520. At *Isala*, about $3\frac{1}{2}$ Eng. m. distant on the E. side of the lake, the barn still exists in which he threshed corn for Sven Elfsson, who discovered, but concealed him; it is still possessed by the trusty Sven's descendants. As we proceed N.W. from Falun, and penetrate further into the recesses of Dalecarlia, fresh mementoes of the hero appear, and the country itself becomes still more interesting.

*Route from Falun to Elfdal, by
Lake Siljan,*

dist. 16 Sw. m., or 107 Eng. m., the road leads through some of the most picturesque scenery of Dalecarlia, and its kind and hospitable inhabitants may be seen to greater advantage than in any other part of the district. Beyond Mora the road is sandy and full of

ruts, and the scenery ceases to be interesting enough to repay the fatigue. The following new and commonly used route takes the traveller in one day from Falun to Mora.

The traveller has to take the morning train from Falun to Borlänge (Rte. 16), from thence by coach in one hour to *Båtsta*, where there is a steamer which plies up the Dal river to the church of *Gagnef* (2 hours): the route is continued by coach half an hour to *Gråsta*, whence a larger steamer proceeds to Leksand. The voyage up the East Dal river, passing the little Lake Snejon, is most agreeable.

Leksand, a large church village. *Inn*: Gästgifvaregård. This place is beautifully situated at the S.E. corner of the great Siljan Lake, at the point where the E. Dal flows from it into the Innsjö. The ch. of this large Dala parish is a rather imposing structure, and a great place of resort, on Sundays and festivals, for the Dalecarlians from the surrounding villages upon the lake, and it is a most interesting scene to watch their arrival and departure, all dressed in their holiday costume. The boats they use are generally rowed by 8 men and 8 women each, and those who wish to see them arrive should be at the landing-place on the lake (about 5 minutes' walk from Leksand) at 7 a.m. punctually. The church-service begins about 8:30. From the summit of the *Käringberg* a very good view may be obtained.

The *steamer* plies across the Siljan Lake to Mora at its N. extremity, a very agreeable voyage of about 3 hrs. The road runs at some distance from the shore by

10 Eng. m. *Utby*. This stage passes over some hills called *Bergsängsbackarna*, from which the view is most extensive as well as beautiful, ranging over the wide expanse of the Siljan and its picturesque shores. The road, on leaving Utby, runs along an arm of the lake to the large village of

$8\frac{1}{4}$ Eng. m. *Wikarby*, passing by the Church of *Rättvik*, large and handsome;

like that of Leksand, and by *Lerdal*, one of the most picturesque spots in Dalecarlia. Hence a sturdy pedestrian, who admires wild beauty of scenery, can make his way to *Ofvannmyra*, $11\frac{1}{2}$ Eng. m., and *Boda Chapel*, near which is a waterfall of 200 feet, called Styggforsen.

$8\frac{1}{4}$ Eng. m. *Garsås*, is the first station in the large parish of Mora, and thence by the villages of *Nynäs* and *Förnäs* to *Mora Noret*, where the Orsa Lake, in a broad stream, empties itself into Siljan and

$13\frac{1}{4}$ Eng. m. *Mora*, another great village, more resembling a town, with a large handsome ch., roofed with copper; parsonage, post-office, schools, and an hotel (*Gästgäfvaregård*, opposite the landing place of the steamer), such as one would scarcely expect to meet with so high up in the "Dales." The gathering of the peasants in the churchyard on Sunday in their bright dresses is a picturesque scene. The panels of the gallery in Mora church are covered with queer paintings of Scripture subjects by a local artist. Leksand, Rättvik, and Mora are all remarkable places in the history of Gustavus Wasa. 1 Eng. m. from Mora, on a ness projecting into the Siljan, is *Utmeland*, where he was saved from the Danish spies by the presence of mind of Tomt-Maths Larsson's wife, who concealed him in the cellar, and rolled an ale-tub over the trap-door. There is a small building erected over this cellar by way a monument, adorned on the outside with the arms of Sweden and its provinces, and on the inside with the arms of Wasa, and three paintings—one by Höckert, of the scene in this very cellar; one by Edw. Bergh, of the flight from Ornäs; and one by his Majesty Charles XV., representing the incident at the village of Sälen, where, despairing of his country and traversing the wilds into Norway, the Liberator was found and brought back by the repentant Dalecarlians. This monument can be seen at any

time. The place is likewise shown in the grounds of the parsonage of Mora, where Gustavus, and after him Gustavus III., aping his great progenitor, harangued the assembled people. The road is sandy and rutty by

$13\frac{1}{4}$ Eng. m. *Garberg*, to

$10\frac{3}{4}$ Eng. m. *Elfdal*. Good quarters at the Post Stat. The porphyry works, about $2\frac{1}{2}$ Eng. m. N. of this station, where the great vase at Rosendal and the sarcophagus of Charles John in the Riddarholm's ch., Stockholm, were manufactured, are to be seen. One or two old workmen may be found, from whom specimens of porphyry occurring in this neighbourhood may be purchased. Many of them are beautiful and they bear the finest polish. The scenery around here is also very picturesque, and the numerous falls and cataracts, formed by the Dal, add much to the beauties of the landscape.

To the N. and E. of Elfdal traces of human industry become much less frequent; mountain, ravine, cataract, and pine-forest, follow each other in endless succession. The shooting in these forests is highly spoken of, the bear and elk being at times met with in them, besides the capercaillie and the hazel-hen. The richly-wooded and wild range of country, which lies to the S.W. of Elfdal, between the W. Dal and Clar rivers is very thinly inhabited, and here wild beasts, together with most kinds of game, are fully as numerous as in any other part of Sweden. Mr. Lloyd, who had been a sportsman in these regions nearly all his life, speaks highly of the fishing in the W. Dal and by its numerous waterfalls.

Those who wish to see more of the Dalecarlians, and the wildest and most magnificent scenery their country affords, should proceed two stages up the E. Dal from Elfdal to

9 Eng. m. *Åsen*, and

$40\frac{1}{2}$ Eng. m. *Särna*, and then cross the country to the W. Dal, and keeping

down the noble valley through which that river runs, by *Lima*, *Malung*, *Jerna*, and *Floda*, to its junction with the E. Dal at *Djursås*, and so back to Falun, thus making the complete tour of Dalecarlia.

Routes to Norway.

Travellers who are unencumbered with carriage, and desire to proceed in the most direct manner to Røraas in Norway, may do so by the mountain paths up the valley of the E. Dal from Särna to *Idre*, where the last vestige of a road ends. From *Idre* it is 7 hours' rough walking with a guide through the forests to the farm-house of *Sterbo*. Thence it is 1½ hours by rowing-boat to *Lillebo*, passing on the way the boundary between Norway and Sweden, marked by a narrow cutting from N. to S. through the pine trees. It is another hour by boat to *Drevoehytte*, which consists of a few farm-houses—the one by the landing-place affording comfortable accommodation. This is a delightful day's excursion through some of the wildest scenery in Sweden. It is best on leaving *Drevoehytte* to go up to the *Fæmund Lake* to *Seter*. This with two rowers costs 16 kr. The boat should be procured in the village before starting, the lake being 3½ Eng. m. off. It is a long, barren sheet of water surrounded by low hills. After 4 hours the first habitation is reached. It is 4½ hours more to *Seter*, a tiny village, two-thirds up the lake on the W. side. It is 30 Eng. m. from *Seter* to *Røraas* by a good and distinct road. The whole excursion is very interesting to the pedestrian, but as there are no inns and but little food, no one should attempt it who is not able to bear a considerable amount of fatigue and privation.

Another route leads from *Elfdal*, by

10¾ Eng. m. *Garberg*,

18¼ Eng. m. *Orsa*,

10 Eng. m. *Skatungeby*,

12½ Eng. m. *Arfvet*,

6½ Eng. m. *Furudal*,

13¼ Eng. m. *Böle*,

11½ Eng. m. *Einstuga*,

11½ Eng. m. *Edsby*,

10¾ Eng. m. *Alfta*,

12½ Eng. m. *Heden*, at Bollna's railroad station, where it joins the railway line from Stockholm to Ånge, Sundsvall, and Norway. See Rtes. 19 and 26.

On this cross route both private vehicles and förbud are very necessary precautions. (See also Rtes. 28, 29.)

ROUTE 19.

STOCKHOLM TO TRONDHJEM, BY UPSALA, STORVIK, AND ÖSTERSUND (BY RAIL).
[ÅRE TO LEVANGER—BY ROAD.]

The through railway communication was completed in July 1882. The journey occupies 57 hours, but a halt for the night is made at Bollnäs and Östersund. Fare from Stockholm, 45 kr. 15 ö., 1st class. Distance, 854 kil.. 530 Eng. m.

Stockholm to *Upsala* (Rte. 17), 66 kil.

Upsala to *Sala*, 62 kil.. by way of *Vänge*, *Åland*, *Vittinge*, *Morgongåfva*, and *Heby*, small unimportant stations.

Sala (Rte. 22, p 128).

Sala to *Krylbo* (Rte. 22).

Krylbo to *Storvik* (Wahlgren's Hotel), the junction of the Fahlun and Gefle railway (Rte. 18).

Storvik to *Bollnäs*, where a halt may be made for the night (*Jernväg's* Hotel), nearly 200 Eng. m. (317 kil.) from Stockholm.

Bollnäs to *Ånge*, whence a branch line runs E. to *Sundsvall* (Rte. 26), and W. to *Östersund*. A line is under construction from *Bräcke*, on the road

Ånge-Östersund, to Sollefteå on the Ångerman river (see Rte. 20).

Östersund Stat. 586 kil., or 363 Eng. m. from Stockholm. *Inn*: Jernväg's Hotel, at the station; Gästgäfvaregården. This small town, of about 3000 inhab., is the only one in the extensive province of Jemtland, and is the residence of its governor. It is built on the E. bank of the Storsjö lake, of which it commands lovely views, the whole neighbourhood being exceedingly picturesque. Especially beautiful is the view from the school-house on Frösö island, embracing the well-cultivated shores around the lake, with their many churches, and in the background the isolated mountain of

Åreskutan, 5380 ft. high, and on the northern side covered with eternal snow. The mountain is surrounded by a well-peopled district, and the ascent is easy. The view from the top is grand; streams and lakes glisten, like ribbons of white satin, between the dark forests, and to the W. extends a sea of mountain ridges and tops, while to the E. is seen the large sheet of the Storsjö, with its shores and promontories, and the island of Frösö, at a distance of more than 50 Eng. m. In Frösö there is a Runic stone "erected to the memory of Östmadur Gudfast's son, who first Christianised Jemtland." The Church is one of the oldest in Sweden, and is built of stone.

Leaving Östersund, the line passes along the N. bank of the Storsjö Lake, and crosses the Indal river; it then traverses a marshy district, and arrives at *Nalden* (618 kil.). A number of small stations follow in succession to Åre, immediately above which towers the mountain Åreskutan, which may be easily ascended. On the opposite side of the mountain are copper-mines.

The last station in Sweden on this line is *Storlien*, whence the line is continued to *Trondhjem*. (*Handbook for Norway*, Rte. 2.)

On the N. side of Åreskutan a road goes to *Levanger* (Norway, Rte. 19),

which passes at 2 Sw. m. from Åre, *Tännsjön*, near to which the river Tännå forms a waterfall, 100 ft. in height by 30 or 40 in breadth. The *Tännforsen* is one of the finest waterfalls in Sweden.

The *Finnefors*, distant about $1\frac{1}{4}$ m. S., may be reached from hence. A lake is passed on the rt. hand, where boats can generally be obtained to cross the lake, on the other side of which is the fall. From *Stalltjernstugan* the ascent is long and steep, nearly the whole stage, during which the birch becomes more abundant than the fir. If the road to *Levanger* be continued, the traveller will pass through a picturesque district, and numerous waterfalls add to the wild character of the scenery.

Skallstugan. This is the last station on the Swedish side of the mountains, and tolerable quarters for the night may be procured. The ascent from hence again becomes gradual, and the scenery less grand. Ptarmigan abound along this ridge of the mountains, and bears are said to be numerous in the lower parts. The Norwegian frontier is passed about midway upon the stage, where a rude pile of stones marks the boundary line, which is most carefully kept up throughout its whole length. At this point the road is about 2000 ft. above the sea-level.

Soon after crossing the frontier the road passes between some fine mountains, and rapidly descends on entering the grand valley of the Suul river, in which the scenery becomes magnificent. The first station, on the Norwegian side, where horses can be procured, is

Suulstuen, but near the frontier, on the Norwegian side, is the *Kongstuen* Stat., where horses are baited on ascending from the W. From *Suulstuen* the road continues to

Garness,

Næs, and

Levanger, on the *Trondhjem* fjord (see *Handbook for Norway*).

Trains very slow and carriages small.

Trondhjem Terminus.

Inns: *Britannia* best.

ROUTE 20.

SUNDSWALL TO ÖSTERSUND, BY THE ÅNGERMAN RIVER.

Steamer from Sundswall to Hernösand, and thence by smaller steamboats, leaving three times a week, to

Sollefteå on the Ångerman (see Rte. 26). In addition to the station there is a capital *Hotel* where many comforts may be met with. There is a fine old *Church* with detached belfry on the top of the hill. Scenery very fine.

Sollefteå stands at the junction of the Faxa-Elf and the Ångermanelf. A railroad is being constructed from Sollefteå to Bracke, on the line Sundsvall-Östersund.

10 Eng. m. *Långsele*.

13½ Eng. m. *Ledinge*. Quaint old *Church* well worth a visit.

10 Eng. m. *Bispgården* or *Forssen*. Near here is the former Gerungsen fall, now dry, owing to the course of the Ragunda having been diverted.

13½ Eng. m. *Pålgård*, in *Jemtland*. Very fine scenery all the way and good stations. The *Hammar fall* is well worth seeing. Near the road is a very curious old stone *Church*, now disused, but preserved as a relic of antiquity. It retains a profusion of very quaint wood carving about it, and it is, on the whole, one of the most interesting old buildings in Sweden, on no account to be missed.

10 Eng. m. *Doviken*. A fine station with handsome rooms, well furnished. Near here is the *Krångede fall*, about ten minutes' walk from the road. The road follows the course of the river through very fine scenery to

11½ Eng. m. *Strömsnäs*. Indifferent station.

10 Eng. m. *Stugun*. Cross the river by ferry.

11½ Eng. m. *Bogsjö*.

11½ Eng. m. *Tafnas*, at the railroad station Pilgrimstad. Here the railroad from Sundswall to Östersund is joined.

ROUTE 21.

ARVIKA TO DALECARLIA.

Arvika. See Rte. 6. This route leads through some of the least visited portions of Sweden.

13½ Eng. m. *Aplung*. A very long and tedious hill leads to the summit of the range, where a view of vast extent and unequalled beauty is obtained, stretching far over a broad valley, dotted with lakes and well cultivated.

4¼ Eng. m. *Soneby*. The road leads along the side of the lake to

5¼ Eng. m. *Sunne*, standing midway between the two lakes Fyrken and Ofver-Fyrken. The situation is extremely pretty and the accommodation good. The road passes, by a long bridge, over the stream connecting the two lakes, through a large, cultivated tract of country.

5¼ Eng. m. *Gunnosbyn*.

7½ Eng. m. *Löfåsen*. Sandy road to

8½ Eng. m. *Norra Skoga*. Bad station. Fine scenery. Ferry over the magnificent river, with fine falls to

5¼ Eng. m. *Rada*.

10 Eng. m. *Asplund*.

13¼ Eng. m. *Logåsen*. The road

over the hills passes through a scene of great wildness and desolation.

14½ Eng. m. *Tynsjö*, in Malung Dalarne. Heavy road, mostly through the forest, to

21 Eng. m. *Rågsveden*.

10 Eng. m. *Skamhed*. Here the Waster Dal is crossed, a fine, broad stream, floating down immense quantities of timber. The road continues along the river and is very picturesque.

15½ Eng. m. *Sweden*. This is well into Dalecarlia, and the characteristic costumes of the people are seen at each village. As this is one of the least visited districts of the country, many primitive customs are still retained. The men wear long coats with coloured bindings, brilliant stockings and waistcoats, and hats adorned with ribbons. The women's costume is a short, coloured dress, with an apron of divers hues, a low bodice, white sleeves, and a bright-hued scarf.

10 Eng. m. *Björbo*. A very good station. Agricultural district, well under cultivation.

15 Eng. m. *Nordanholn*.

7½ Eng. m. *Komtilhmätta*, where the East Dal and the West Dal rivers fall together.

Here passes the steamer from Gråsta to Leksand and Mora every day (see Rte. 18.)

ROUTE 22.

STOCKHOLM TO FALUN, BY TILLBERGA, SALA, HEDEMORA, AND BORLANGE.

Rail to Tillberga in Rte. 15. From this the stations are Hedensberg, Ransta, Terna Stat.

12½ Eng. m. *Sala Stat.* *Inn: Gästgifvaregård.* This small town, with 4500 inhab., is celebrated for its silver-mine, which has furnished specimens to most cabinets of minerals. Worked since 1511, it has yielded millions of pounds, but at present the production does not exceed 2000 pounds annually, worth little more than the working expenses. The greatest depth of this mine is 1000 feet, and the many workings and galleries excavated in the course of centuries, are well worth descending to see, as is also the operation of refining the silver.

Near the town is a very charming parsonage and the manor of *Wäsby*, formerly a royal domain, and often the residence of Gustavus I. and Gustavus II. The grove where the latter is said to have first declared his love to Ebba Brahe is still carefully preserved. About a mile S.W. of the town is *Sätra*, a mineral spring which is much frequented and surrounded with a pretty park.

Railways.—From *Sala* to *Upsala*, 38 Eng. m., by way of Heby, Morgongåva, Vittinge, Åland, and Vänge, through an uninteresting district.

After leaving *Sala*, the beauty of the scenery on this road increases as it proceeds N. Westmanland is considered to be better farmed than many other district in Sweden, and some fine examples of cultivation may be seen upon the portion of it through which this route passes. The houses of the farmers and peasants also display great neatness and comfort. The Railway ascends the valley of the Dal Elf. Next are

Bråddbo Stat.

Krylbo Junct. Stat. to Engelsberg, Seglingsberg, Ramnäs, Tillberga, and Borlänge.

A rly., 40 Eng. m., crosses the frontier of Dalecarlia from Krylbo to Borlänge. See Rtes. 16 and 18.

Avesta Stat. On this stage the Dal river is crossed by the railroad on a high iron-bridge, a little above the point where it expands into a

lake of a most irregular form, with numerous and richly wooded highlands. The length of this picturesque lake to its junction with the sea at Elfkärleö, is about 55 Eng. m. Avesta is a large factory, belonging to the Falun Mining community, with refining furnaces and rolling-mills for copper, forging-hammers, iron-foundry, &c., and with its post-office, shops, and other buildings, has quite the appearance of a little town. Beautiful fall in the river. Three quarters of a mile S.E. is

Brunnbäck, at a beautiful part of the Dal river, and famous as the place where, in 1521, Gustavus Wasa and his Dalecarlians gained their first decisive victory over the Danish invaders.

Hedemora. A small town with 1300 inhab., but the oldest in Dalecarlia. It is uninteresting, apart from the beauty of the scenery around it. The inn here is decent, and the food tolerable. E. from the town is *Garpenberg* ironworks, and N. of this *Dormsjö* and *Kloster* powder-mills on the Flinö lake. (For the road to Leksand on the way to Elfdal, see Rte. 18.) The country from here to Falun is a chain of small valleys, generally with a lake at the bottom of each. They are only divided from each other by gentle elevations. The poverty of the houses and barrenness of the soil increase in proportion as the scenery becomes wilder and more picturesque.

Säter on the *Sätersdal*, a small town with about 550 inhab., has very fair accommodation for travellers at the post station, and it is chiefly visited on account of its charming situation, by a little river running from Lake *Ljustern* into the Dal river, at the end of the beautiful *Säter's valley*. A quarter of a mile off are the iron-mines of *Bispsberg*, with remarkable machinery by Polhem, and a splendid view from the top of the mountain, far away to Lake Runn and Falun on one side, and Hedemora on the other.

Borlänge. (See Rtes. 16 and 18.)
[Sweden.]

Borlänge to *Falun*, by rail, by way of *Domnarfvet* and *Ornäs*.

Falun (Rte. 18).

ROUTE 23.

UDDEVALLA TO OSKARSHAMN, BY JÖNKÖPING AND NÄSSJÖ. RAIL.

This route traverses Sweden from W. to E., bending southwards to pass that end of the Lake Wettern. Trains 3 times a day by

Engebacken, where, except on special signals, they do not stop.

Ryr. At this station the train, having run through some picturesque scenery in the province of Bohus, and crossed the Ris river, first on a handsome bridge at *Kurö*, and then on an embankment, enters the shire of Elfsborg, and by

Grunnebo, reaches

WENERSBORG Stat. (see Rte. 4). Crossing over Hufvudnäs fall in the Gotha river by a steel bridge, about 3 m. above the Trollkättan Falls, the train proceeds next to

Rånnum.

Lilleskog. On this last stage the train passes through the romantic valley between *Halleberg* and *Hunneberg*, 2 remarkable mountains, visible far out on the Lake Wenern, and of which the former, with its quite perpendicular sides, formed, as it were, by immense pillars, its dense woods, long, narrow lake on the top and precipice on the S. side, down which the ancient heathen threw themselves when weary of life, rises 485 ft. above the sea, while the latter, twice as large, and 490 ft. in height, contains no less than

23 little lakes, which disgorge their waters in a fine cascade down the side of the mountain. The Halleberg is easily accessible by a new road from Lilleskog. The line has now entered the shire of Skaraborg, the next station being

Sahlstad. The country about here is flat, but well cultivated.

Grästorp. } *Stats.*
Ulfstorp. }

Håkantorp. Branch line to Lidköping. The line, which so far has run in an E. direction, here turns S. to

Wara Stat.

Wedum Stat. After leaving this station the line passes through one of those dreary wastes in West Gotland called *svältor*, to

56½ Eng. m. *Herrljunga* Junct. Stat. This is a station on the Western main line (see Rte. 3). [Hence a line branches off to the S. to Borås, through part of the shire of Elfsborg, by the stations of *Ljung*,

Borgstena, and

Fristad. Churches and villages are passed at short intervals on the journey from Herrljunga, and after leaving Fristad the line enters a very picturesque part, where the Wiska river is seen coursing through valleys enclosed between wooded heights, and beyond which the train (which on these lines has no 1st-class carriages) stops at

Borås Stat., 26 Eng. m., 42 kil. from Herrljunga (*Inns*: Vestergötland; Eklunds; Borås). This town was founded 1624 by Gustavus Adolphus as a centre for the manufacturing industry of the country people in these parts, the handlooms of which are still busy, particularly in the hundreds of Mark, Kind, and Åhs, notwithstanding their productions being supplemented by such modern establishments near this town as *Rydboholms* and *Rydahls* factories for cotton stuffs and yarns, besides

several others. The town, which has about 4000 inhab., is pretty and pleasantly situated on the banks of the river Wiska, has good hotels and restaurants, a handsome ch., &c. Not far from Borås is the farm of *Germundered*, where the Empress Catherine I. of Russia, daughter of an Ensign Rabe from Livland, was born; a little more distant, the ruins of *Sundholmen* castle, the great estate of *Torpa* and others.]

From Herrljunga Stat. the S.W. Rly. is followed as far as

Falköping Stat. and

Wartofta Junct. Stat. [Here a short line branches S. to

8½ E. m. *Ulricehamn*. A small inland town, prettily situated on the Lake Åsunden, and with some 1400 inhab. It was formerly called Bogesund, and in its neighbourhood, on the ice of the lake, was fought in 1520 the battle in which Sten Sture the younger received his mortal wound, while trying to oppose the progress of Christian the Tyrant.]

Leaving Warftofta and Sandhem Stat., and skirting the small lake of Stråken, we reach Mallsjö Stat. Beyond

Habo Stat., where is a curious wooden Church, pleasing views are obtained E. over the Wettern Lake, with the island Visingsö and the shores of East Götland beyond. Crossing the Dumme å (river), we enter Province Småland on an embankment 60 ft. high; then through Bankeryd Forest, and over the Djupedal ravine, reach

413 kil., 256 E. m., from Stockholm; 183 kil., 113½ E. m., from Gothenburg,

Jönköping Stat. (*Inns*: Stora Hotellet, one of the best hotels in Sweden; Lundbergs Hotel), at the S. extremity of Lake Wettern, with a harbour and lighthouse, a large trade in corn, iron, and wood, several manufactories, including an extensive fabrication of lucifer-matches, the neat and cheap little boxes of which are met with

over many countries in Europe, and even in China and Japan. The town has a very central position in the S. of Sweden, and counts about 15,680 inhab.; is the residence of the governor of one of the three shires or districts into which the province of Småland is divided, and the seat of the Superior Court of Justice of Gotha, which holds its sittings in a fine old *court-house*, where there is a queer little juridical *Museum*. There are no remains of the *Castle*, which was burned down along with the town, 1612, by Gustav Adolph to prevent its falling into the hands of the Danes. The Ch. is modern. It is a comfortable place to stop at, for any one who wishes to make excursions on the Wetteren and in the neighbourhood, or to enjoy some good fishing and shooting.

Steamers by way of Grenna, Hästholmen, Wadstena, and Motala on the lake, to Stockholm; also to the same places on the lake, including Hjo and Askersund (see Rte. 24).

The situation of Jönköping is very pleasing. In its environs are *Mariedala* mineral spring and several country-seats, two little lakes, on one of which, the Munksjön, is *Stora Limugnen*, the summer promenade of the town, with a restaurant, in a beautiful spot at the foot of *Dunkehallar* heights, and presenting a charming view of the town, the lakes, and all along the eastern valley, with its little bays and groves of trees. Well worth seeing, also, is *Munksjö* paper-mill on the same lake, and the manufactory of matches.

On leaving Jönköping the train passes N. of the town, on a high embankment of enormous strength, to withstand the angry waves of the Wetteren, when beating against it under the lash of a northern gale. Towards the S. rises the mountain of *Taberg*, 1129 ft. high; gneiss. seamed with magnetic iron-ore, yielding 32½ per cent. metal. Farther on, in a deep dell on the l., may be caught a glimpse

of *Husvarna* musket-factory, formerly belonging to the crown, but now private property, situated by a little river of the same name, which here makes a fall of 70 ft., which is seen from the railroad.

Through a picturesque but difficult country the line leads on to the next station,

Tenhult Stat., 265½ Eng. m. from Stockholm, close to which is a monument, with an inscription to the effect that "on the 10th of February, 1611, the country people of Tveta Hundred, led on by the forester Michael, of Tenby, defeated a Danish army at this place." Between lakes, churches, and farms, the train progresses eastward, past *Forserum Stat.*, to that of

Nässjö Junct. Stat. (*Inns: Jernväg's Hotel; Nässjö Hotel.*) This is the highest rly. stat. in South Sweden, 1044 ft. above the sea. This is the junction of the Rly. from Stockholm to Malmö (Rte. 8), and is also the junction for Jönköping, Halmstad and Oskarshamn.

From Nässjö the E. Rly. proceeds, by Broarp, to

Eksjö Stat., a town of 3000 inhab., near to which there is a ravine, 125 ft. deep and 20 ft. broad, which passes through a rocky hill for a distance of nearly 2 Eng. miles.

Beyond Eksjö the line is continued to Hultsfred junction (Rte. 8), from which there are branches to *Oskarshamn* (Rte. 12), *Westervik* (Rte. 12), and *Wimmerby* (Rte. 8).

ROUTE 24.

JÖNKÖPING TO HALLSBERG JUNCT., BY
GRENNA, SKENNINGE, WADSTENA—
ALONG THE W. SHORE OF LAKE
WETTERN.

Jönköping is described in Rte. 23. Steamers along Wettern Lake from Jönköping to Stockholm almost daily, touching at Grenna, Wadstena, and Motala, and on certain days at Hjo, communicating with those on the Göta Canal to Stockholm and Gothenburg.

From Jönköping N., as far as Ödes-
hög, the road skirts the E. shore of
Lake Wettern; a lovely drive, past
numerous villages, and commanding
extensive views over the lake. The
highway from Jönköping passes

13½ Eng. m. *Råby*, and

11½ Eng. m. **Grenna**. This is a small town on the Lake Wettern, with 1500 Inhab., prettily situated amongst orchards, on the narrow base of a high table-land, and consisting of one long street. It was founded in 1652 by Count Pehr Brahe, at a time when the nobles in Sweden, enriched by the great wars, were in high ascendancy, and parcelled out a great part of the country into counties and baronies for the principal families; a state of things which was put an end to by the famous *reduction* of Charles XI.—Grenna then was included in the Brahe county of *Wisingsborg*, so called from the opposite island of

Wisingsö, the largest in Lake Wettern, 10 E. m. long, 1¼ broad, in the shape of a hillock, but with steep, almost perpendicular, shores to the height of 12 to 15 ft. It is fertile, but not naturally well-wooded; there are, however, extensive oak plantations, made for the Crown, to which

the island now belongs. Several of the old Swedish kings resided occasionally on this island. Magnus I. had a castle on the S. point, called *Näsbo*, of which remains are seen at the bottom of the lake. Borga was another castle on the N.W. shore. Wisingsborg, the castle of the princely Brahes, was burnt down in 1718; some ruins of it are still seen. The *Ch.*, of hewn stone, contains the statues of Count Pehr and his countess, and the burial-vault of the family. On the S.E. side of the island is the remarkable *Gilbert's Cave*, connected with various popular legends.

On the heights above Grenna appears the picturesque ruin of *Brahehus*, a hunting-castle built by Count Pehr, from the site of which extensive views are obtained of the lake, the island, and the surrounding country.

Grenna has a harbour and steam communication with Jönköping and the other towns on the Lake Wettern, and with Stockholm. The Jönköping coach leaves here twice a week for

8¼ E. m. *Sjöberga*. On this stage the road enters the province of East Gotland.

10 E. m. *Backasand*. On the following stage is *Ödeshö* village and post-office, from whence the road continues N. 3½ E. m. to *Hästhölm* and the beautiful ruins of the cloister *Alvastra*. The coach takes the N.E. road to

10¾ E. m. *Östad*. The nearest way from this station to Linköping is by Mölby, 8¼ E. m., and Bankeberg, 10¾ E. m. The coach, however, goes round by

9¾ E. m. **Skenninge**. This little town, of about 1700 inhab., is situated by a small stream called the *Skena*, in the midst of the large and fertile plain of East Gotland. It was a place of much importance in the middle ages, when it was styled *Caput Gothiæ*, had several churches and convents, and was the seat of a synod in 1248, at which the celibacy of the clergy was introduced in Sweden.

From Skenninge the railroad runs N. through *Fogelsta*, from which place there is a short line to *Wadstena* (see Rte. 4) on to *Motala* (see Rte. 4), *Karlsby*, *Degerön*, *Godegård*, *Mariédamm*, *Lerbäck*, and *Åsbro* to

Hallsberg Junct. Stat. (see Rte. 3).

The steamer bound for Stockholm quits the lake at *Motala*, where the great river of that name commences and follows the parallel branch of the *Göta canal* (see Rte. 4), passing 5 locks at *Borensnult*.

ROUTE 25.

STOCKHOLM TO WISBY—THE ISLAND OF GOTLAND.

A *Steamer* starts from *Riddarholmen* thrice a week, and makes the passage *viâ* *Södertelje canal* in about 12 hrs. to *Wisby*. After leaving *Mörkö fjord* (see Rte. 4) the course is kept close upon the lighthouse of *Landsort* to the E., where it falls in with the ordinary outer route of vessels going S. from Stockholm, past *Waxholm* (see Rte. 26), *Dalarö* customs-station and bathing-place, *Elfsnabben*, a roomy harbour, whence *Gustavus Adolphus* sailed, with his army, for Germany in 1630, and the *Utö* iron-mines. From *Landsort* the steamer crosses over the Baltic direct to *Gotland*, and returns from *Wisby* the same way to Stockholm.

Another *Steamer* leaves *Riddarholmen* once a week, by way of *Södertelje*, and makes the passage to *Wisby* in about 15 hrs.; leaves that port for *Borgholm* and *Kalmar*, occupying about 12 hrs. in the passage; returns

from *Kalmar* by way of *Borgholm* to *Wisby*, and from that port to Stockholm.

In winter these steamers cease to run, and the only communication with *Wisby* is then from *Westervik* (see Rte. 12).

A narrow-gauge railway was opened in *Gotland* in 1879, for a distance of 34 E. m. It runs from *Visby* to *Hemse* in the S. in 3 hrs., by way of *Bardlingbo*, *Roma*, *Bjerges*, *Butle*, *Etelhem*, and *Stångå*. But it is preferable to drive round the island.

Wisby. *Inns: Stads Hotellet; Smedman's*, with restaurant. Carriages and horses are to be hired at the posting-house. At *Nyberg's* book-shop, maps and descriptions of the island.

Wisby is the only town on the island, and has upwards of 6400 inhab. It is situated on the N.W. shore, and is the residence of a governor and a bishop. It is still enclosed within its ancient walls, flanked by towers at intervals. The harbour is protected from the fury of the waves by a costly Breakwater. The island consists of limestone, furnishing some fine marble, which was largely used in the churches.

This town is of the highest historical and antiquarian interest. The period of its foundation is unknown, though tradition has it that it was built, or at least enlarged, by the inhabitants of *Vineta*, a town on the Pomeranian coast, about 800, but "in the 10th and 11th centuries (200 yrs. before the establishment of the Hanseatic League in 1241) it was one of the most important commercial cities in Europe."—*Laing's 'Sweden.'* "During the 11th and 12th centuries a great portion of the Eastern trade, which had previously been carried on through Egypt or Constantinople, was diverted to a northern line of communication, owing to the disturbed state of the East, which preceded, and indeed gave rise to, the Crusades. At this time a very considerable trade passed through Russia, up the Volga, and centered in Novgorod. Thence

it passed along the Baltie to Gotland, which was apparently chosen for the security of its island position. In 1158 it was declared a free city of the Empire.

In 1237 Henry III. of England granted to its merchants liberty to trade in his dominions, duty free. In the 12th eenty. a code of maritime law was established here, which has served as a foundation for subsequent legislation on the subject in many countries. During the 14th and 15th centuries the town was a principal factory of the Hanseatic League, and attained to still greater wealth and importance. It had at the commencement of this period 18 churches and 3, if not 5, convents, and mustered 12,000 burghers, besides artisans and labourers. The latter lived outside the walls, of which portions still remain, flanked by high towers. Many of the churches were erected for the use of different nationalities, which traded and had factories established here.

In their prosperity and power the haughty islanders withdrew their ancient allegiance from the Swedish Crown, and asserted an independence which ultimately became their ruin. Swedes, Danes, and Lubeckers fought for the possession of the island and its treasures. In 1361 Waldemar III. of Denmark, with the connivance of Magnus II. of Sweden, took Wisby by storm. The plunder he obtained was enormous, as it was then the grand depôt for all the merchandize of the Baltie. Waldemar's principal treasure-ship, however, was totally lost in a gale on the coast.

It was not the first sack that the town had suffered, but after this last blow its prosperity never returned. The Eastern trade had been monopolised by the Italian republics, and the successful doubling of the Cape of Good Hope followed. Gotland was oppressed by rapacious Danish governors, harassed by incursions of the contending parties, or turned into a

nest of pirates by fugitive princes and rulers, and first after the peace of Brömsebro, which definitively restored it to the Swedish dominion, recommenced an era of quiet and settled government. But Wisby was in ruins.

As it now remains, it is still the most interesting town in the N. of Europe. The view of it is particularly striking from the sea. The ruined churches, of the 11th and 12th centuries, all varying in form and ornament, are alone a mine of interest to the Gothie architect. In many cases each guild or nation trading here built a church especially for itself.

The keys of all the ruined churches are kept by the porter of the Hospital, who will take visitors round to them in succession.

The *Cathedral of Sta. Maria*, erected by the Lubeckers in 1190–1225, is small, like all the others—192 ft. in length by 75 in width—and has 3 spires, one on the E., 200 ft. high, and two smaller ones resembling minarets, on the W. At the S. end of S. aisle is a large chapel, added in the 14th eenty. as a *vapenhus*, or place to deposit arms and wooden shoes on entering the ch. The Byzantine, Gothie, and Renaissance styles are curiously blended in this church, which is the only one that remains entire.

Helge-Ands Kyrkan (Ch. of the Holy Ghost) was built in 1046. It consists of an octagon nave of 2 stories, and a chancel ending in an apse. The nave is about 52 ft. E. and W. "A square space in the centre is bounded by 4 pillars, between which the vault of the lower story is omitted, so as to leave an opening into the upper story. Four pillars of slender design support the vault of the upper church, and the whole, with the roofs, rises to about 100 ft. To the eastward is a choir, externally a rectangle, 32 ft. by 25, but internally semicircular at the eastern end. The church in Germany most like this, is perhaps that at Schwarz Rheindorf. It also resembles the chapel at Freiburg, but the most

extended and indeed typical example of a church of this class is St. Gereon's at Cologne."—*Fergusson, Archi.* Each by itself is a perfect church: the lower one, though its massive pillars are only 14 ft. high, has not the nature of a crypt. The opening in the floor of the upper one would permit service, when performed in the lower church, to be heard. One of the explanations of this peculiarity is that the upper church was intended for nuns, who might thus attend to the service below without being themselves seen.

The churches of *St. Lawrence* and *St. Drotten* both belong to the 11th centy. *St. Nicholas* must be as old as the 13th, probably the end of it. The others range between these two dates, forming themselves in what is rarely met with—a complete and unaltered series of examples of the style. Their most striking peculiarity seems to be that they are all small buildings.

St. Catherine was the handsomest of the churches of Wisby, and belonged to the Franciscan convent. The portions remaining, including side walls nearly perfect, 2 portals and crypts, seem to belong to the early part of the 13th centy. Of the vaulted roof only the ribs are standing. There still remain of it 12 octagonal piers, which supported the lofty roof, as well as the greater part of the choir, in pure Gothic style. *St. Clement*, *St. George*, *St. Olave*, *St. Hans*, and *St. Gertrude*, as well as the castle of *Wisborg*, have left but few remains; *St. Peter*, *St. James*, *St. Michael*, have disappeared altogether; but many of the old houses, constructed by the wealthy merchants of Wisby in the days of her splendour, survive, and are highly picturesque.

The old *City Walls* consist of two parts, a thin outer wall and an inner and stronger wall, a later addition, resting on pointed arches within. There are three gateways, and some of the 30 towers are of 5 stories, and 50 ft. high.

About 1 E. m. N. of the town, on an

eminence, is the *ancient Stone Gallows*, resting on 3 stone pillars, 15 ft. high, set in a triangle, and walled round. The pillars once supported wooden beams, from which criminals were hung. — See *Sir Henry Dryden's* 'Notes on Wisby.'

It is not Wisby only that is so interesting to the lover of Gothic architecture. There are upwards of 100 churches in the island, mostly of the 11th and 12th centuries, which are generally in a good state of preservation, and very instructive examples of those periods.

Gotland is the largest island in the Baltic, being about 80 Eng. m. long, by 33 at the widest part. It is a limestone formation, and averages from 85 to 140 ft. above the level of the sea. The climate is very temperate; the walnut, mulberry, and grape ripen in the open air; the mulberry-gardens on the sea side of the town like currant-bushes, not trees; the flora generally is very tempting to the botanist, and a variety of vegetables thrive here which will not grow on the adjoining continent. But little rain falls in summer. The sunsets are most gorgeous.

The population of the island exceeds 56,000; a kind-hearted and obliging race, amongst which, owing to their isolated position, old legends and usages, games and superstitions, have lingered longer than in most parts of the mainland, to which it presents another contrast in its peculiar dialect. The constitution is also in some respects different, particularly as regards the defences, consisting here of a national militia of about 9000 men, which is well drilled, and cannot be called away from the island. Large country seats there are none, but the houses of the rural population are roomy and comfortable, and mostly built of stone.

The means of subsistence are principally agriculture and stock-rearing,—both of them rather primitive in their condition. Sheep, however, are abundant, and mutton an article of export.

The native horses are small but hardy; in some places they are half-wild, grazing in the open all the year round, and only seeking shelter at the homesteads when it is very cold. These animals are called *Russ*. Woods are rather abundant, except in the S. part of the island, and there is plenty of game in them; snipe-shooting is excellent. The roads throughout the island are very good.

Many ancient ornaments and Anglo-Saxon, as well as Arabian, Persian, Cufic, and other coins from Bagdad and Byzantium, have been and are still, at intervals, found in this island. A journey at leisure round the island would no doubt prove interesting to the ecclesiologist, who would, in its course, meet with such treasures of antiquity as the churches of *Lojsta*, *Fide*, *Läderbro* (Gothic ch.) having a very picturesque octagon tower and wapenhus detached; *Öja*, with a fine tower (1086), containing a carved *Rood* of exquisite art suspended from the chancel arch; *Rone* and *Burs*, Romanesque, resting on a central pier, with 2 well-carved sedilia; *Wänge*, whose font is carved with monsters very original. At *Stånga* is a small Gothic Church, with rich portal and curious carved figures projecting from the wall beside it.

In the neighbourhood of Wisby are several pretty places of modern origin, such as *Länna*, *Fridhem*, the summer residence of Princess Eugenie, near *Höglint* (high cliff), the highest point of Gotland, with its deep cave *Getsvältan*, *Nygård*, *Suderby*, *Rosendal*, *Halffreda*, *Stafva*, *Roma* and others, and in more distant parts of the island the fortified harbour of *Slite*, and the loading-places of *Fårösund*, *Ljugarn* and *Ronehamn* on the E. coast; the island of *Fårö* (Sheep Island) off the N., and the rock of *Hoburg* on the S. point of Gotland; *Burgvik's* and *Klintehamn's* loading-places on the W. coast, the last a small watering-place, with a homely *Inn*; and the two

little *Karls Islands*, near to which King Waldemar's treasure-ship, with the chief plunder of ancient Wisby, was engulfed by the avenging waves.

ROUTE 26.

STOCKHOLM TO HAPARANDA, BY GEFLE, LULEÅ AND TORNEÅ.—BY STEAMER UP THE BALTIC—GULF OF BOTHNIA.

From Stockholm to Haparanda, the frontier town on the top of the Gulf of Bothnia, and as it lies just below the Arctic Circle, the journey thither, an easy one, is frequently undertaken for the purpose of seeing the midnight sun, or rather the sun at midnight, and is strongly recommended to all travellers who can spare the time, say 14 days at most, there and back.

The road-journey (737 E. m.) presents many disadvantages (see Rte. 27). The continual driving day after day over heavy sandy roads is extremely fatiguing, takes up much time, and is very expensive.

Lapland is entered by this route, either from Luleå or Haparanda; the former offers the best accommodation. See Routes 28, 29.

If it be intended to enter Russia, care should be taken to have the passport visé in Stockholm, by the Russian minister or consul.

The N. of Sweden abounds in mountain rivers, having for the most part their sources in the great barrier mountain-chain, and all emptying themselves, after a more or less wandering course, into the Gulf of Bothnia. The principal of these are the

Ijusne, Njurunda, Indal, Ångerman, Ume and Viindel, Skellefte, Pite, Lule, Kalix, and Torne rivers, the last, with its confluent Muonio, forming the boundary towards Russia. Many of these, particularly the Lule, form falls of great height. Indeed, the whole coast, from Gefle northwards, presents a vast range of cataracts, by which the various mountain-streams bring their tribute to the sea. Trout abound in all these rivers, and salmon likewise, wherever they can enter them.

The traveller should first of all secure the *June Time-Tables of the Steamers*. (Swed. Kommunikationer). From them alone can he ascertain the days and hours of arrival and departure, which, as they change from year to year, cannot possibly be specified here.

During the summer and autumn months there are 2 lines of well-appointed steamers running the whole distance weekly from the *Skeppsbron*, Stockholm, to Haparanda.

The first are large, roomy, paddle-boats, with spacious saloons, a piano and bath-room. The food is excellent, and very reasonable, averaging (wine included) about 5s. per diem; and as they never lose sight of land, but wend their way through islets and fiords, there need be no dread of sea-sickness.

They stop at one, and sometimes two, towns every day, making a stay of from 2 to 4 hours at each, according to the amount of cargo to be taken in or deposited, thus enabling the traveller to land and view the place.

Due notice of the length of each stoppage is chalked up on a black board suspended to the side of the gangway as soon as the ship touches the quay, and 3 loud whistles, with 5 minutes' interval between each, give warning of her departure.

All the northern ports in the Gulf of Bothnia will be found to be surrounded by steam sawing-mills, which are not only employed in making planks from the timber brought down by the rivers, but also in cutting out

door and window frames and other small woodwork for exportation, which are now so much used in England.

High up the Gulf the water becomes nearly fresh, and pike, perch, and a large kind of roach, may be caught over the ship's side at every stopping-place.

The scenery is very striking, gradually increasing in wildness and beauty as the verge of the Arctic Circle is approached. The whole distance to Haparanda occupies nearly 6 days. Fare—50 to 60 kronor, without food; stewardess and waiters, 3 kronor each.

The second line of steamers run straight up the Gulf of Bothnia to *Sundswall* in 24 hrs., leaving at 8 a.m., thus shortening the journey by 2 days. The fares by both lines are the same, but the accommodation of the second is far inferior to the first, and the 36 hours of open sea is an objection to many.

Carriages are taken by them, but the charges are high. As a rule, they do not carry cattle.

If the midnight sun be the traveller's main object, he should leave Stockholm by the steamer starting on the 16th or 17th June for *Haparanda*, from which a carriage can be procured for *Åvasaxa*, driving the whole distance—about 45 E. m.—in one day. Nothing extra need be provided for this journey, which can be made without the slightest fatigue or discomfort of any kind (*v. p.* 141).

But if fishing and shooting be desired, then the traveller should disembark at Luleå, and take Route 28 up that river to Quickjock, making his arrangements so as to arrive at Luleå about the latter end of August.

The *Steamers* for the Gulf of Bothnia leave the *Skeppsbron* at Stockholm (office for tickets close by) in the evening, but early enough for the traveller to admire the magnificent scenery all the way down to the Baltic, which, lit up by the many-coloured rays of the Northern twilight, makes the views

most striking, especially those between Stockholm and Waxholm, commencing with the beautiful Djurgårdens on the left. After leaving the *Fortress of Waxholm*, which guards the approach to Stockholm, it becomes wilder, the water on each side trying, as it were, to force its way up into the land. The open sea is reached in 6 hours, and is generally smooth, unless there be a strong wind from the N.E., E., and S.E. After 2 hours' steaming, passing the *Åland Islands*, where Bomarsund once stood, the track seems to be lost amongst islets and rocks until Gräsö is seen on the right. This long island, with a lighthouse at either end, acts as a breakwater to the pretty little village of Öregrund, on the mainland to the left. Our Baltic fleet drew their principal supplies of fresh provisions from this place in the Russian war (1854). In another couple of hrs. the steamer turns into the

Bay of Gefle at the head of which stands the town of that name (see Rte. 17). This unbroken journey of 12 hours is the longest one on the whole route. The steamer is now coaled for the last time: at every other place wood is used, as it is so much cheaper; much time, however, is occupied in taking on board the amount required, and the encumbrance of the deck with large stacks on each side the funnel is not pleasant. There is a *Railway* from Gefle to Falun, the mining capital of the black country; travellers desirous of making a tour in the Dalecarlia district disembark here.

In about 6 hours the town of **Söderhamn** opens to view — a straggling place, prettily situated. It has 8000 inhabitants; exports large quantities of timber and iron. (Söderhamn Hotel.) From this town there is a short railway to *Bergvik* sawmills, on the lake of that name, and from its outport *Sandarne*, another to the *Marma* sawmills, on that lake. At Bergvik by a lake of the same name, a steamer runs to Kilafors on the Northern Trunk railroad to Östersund.

[At Jerfsö, on the railrd. Stockholm-Östersund, a road branches off to Röraas in Norway, far more commodious, in comparison, than that by Idre in Dalecarlia (Rte. 18). It is 217 E. m. long, and the stations, nearly all fast, are:

15 Eng. m. *Storbyn*.
 26½ Eng. m. *Kårböle*.
 23 Eng. m. *Kolsätt*.
 13¼ Eng. m. *Öfvermon*.
 15 Eng. m. *Glissjöberg*.
 10 Eng. m. *Ransjö*.
 18¼ Eng. m. *Viken*.
 6½ Eng. m. *Hedeby*.
 10 Eng. m. *Långå*.
 20 Eng. m. *Valmasen*.
 13½ Eng. m. *Funäsdalen*.
 13½ Eng. m. *Ost Malmagen*.

And in Norway:

14 Eng. m. *Skotgaarden*.
 10¾ Eng. m. *Jensvold*.
 10 Eng. m. *Roraas*.

This road leads up the valley of the great River Ljusne, passing through some wild and magnificent country, with numerous waterfalls and grand cataracts. This route is not much to be recommended.]

Hudiksvall (*Inn*: Stadskällare) is reached in 6 hours from Söderhamn, 2 of which are spent in steaming up the fiord; splendid scenery. It is an old town, which has evidently seen better days, at the side of a large bay, surrounded by an aged collection of wood stores. The streets are narrow, with red, overhanging houses on each side. The principal *Church* large and ugly. It contains 4500 inhab., and is a shipping-place for large quantities of timber and iron, besides carrying on the *Strömming* fishery, a small fish, somewhat larger than a sprat. They are cured like herrings, and are in great request amongst all classes.

There is a *Railway* to Näsvisen, on Lake Dellen, 10 Eng. m., which latter is navigated by three steamers—one to *Forssa* sawmills, the others to *Movik's* blast-furnace, *Friggesund's* sawmills, and *Delsbo* ch. and posting station, whence it is 10 Eng. m. posting to

Ljusdal, railroad station on the line Stockholm - Östersund, on the river Ljusne. Round about are ironworks, sawmills, and other works, for the most part in picturesque situations.

Another 5 hours, and the steamer touches at

Sundswall (*Inn*: Stadshuset, in the Market-place; Hotel Nord). This important and rising place is the starting-point for those who wish to cross the mountains to Drontheim, in Norway (see Route 19), on which line a *Railway* is now open the entire distance. It has a large Market-place with fine public buildings and churches. The numerous villas scattered around the bay show its prosperity. It has 9150 inhab., and exports timber, iron, and fish. Its sheltered situation favours the growth of a variety of trees, which form an agreeable change to the endless fir-forests. The oak and the apple-tree cease growing at this latitude. Many ironworks and sawmills exist in the neighbourhood. *Steamers*, at least twice a week, go direct to Stockholm in 22 hrs. Other steamers to Hernösand, Nyland, Sollefteå, Skönavik, Svartvik, Wifsta, and a variety of places. Sundswall is also, as told before, connected with the North Swedish Railway to Östersund and Trondhjem (*v.* Rte. 19). This line passes from Sundswall by the stations Vattjom, Nedansjö, Karfsta, Viskan, Torpshammar, Fränsta, Erikslund to Ånge, where it meets the trunk line from Stockholm by Bollnäss to Östersund and Trondhjem.

To **Hernösand** (Hotel Norrland, Hotel Hernösand) in about 4 hours, a seaport town and bishop's see, with 5000 inhab., and residence of the governor of Wester-Norrland, situated on a beautiful bay. The ugly modern cathedral and schoolhouse, the bishop's residence, and houses of the Chapter, the *Town-hall*, surmounted by a spire, and the theatre, are the chief buildings.

Near Hernösand is the *Nordvik* Agricultural School, similar to that at Innertafle, and like it, containing twelve students.

Steamers leave for Stockholm two or three times a week, and daily for *Sollefteå* (see Rte. 20A), on the magnificent **Ångerman River**, navigable $9\frac{1}{2}$ Sw. m., 6 Eng. m., from its mouth, and traversing the province of Ångermanland, which, notwithstanding its northern latitude, has been called the "Garden of Sweden." At Sollefteå it is joined by the Faxe river, and about this place nature and cultivation combine in producing a scenery equalling the most picturesque valleys of the Neckar or the Rhine. The salmon are numerous in this river, which forms many noble cascades and rapids in its course to the sea.

To **Örnsköldsvik** in about 9 hours. One hour is occupied in steaming up this lovely bay, surrounded by rocks of red granite, which stand out from the dark-green pines in the background. It is one of the prettiest-looking places on the route, lying at the head of the bay on a gentle slope, with high hills on every side. It has no church as yet, having only lately risen into importance. It is a small seaport, with 600 inhab., custom-house, post-office, &c. At this station excellent samples of the linen manufactured in the country around may generally be found. The best qualities are beautifully fine, and very cheap. The products of these hand-looms are sold all over Sweden.

To *Umeå* in about 6 hours.

The steamer stops at the port or wharf, the town itself being some distance up the bay. Large trade in wood. The traveller is astonished at the sight of a regular English-looking *Church*, erected at the expense of Mr. Dickson, the Gothenburg merchant, who owns much property here.

To *Rathan*, a poor village, in 5 hrs.

The *Holmö Isles* are left on the right, the passage between them and the mainland offering many interest-

ing views. Rathen, a desolate-looking hamlet, is protected from the sea by a small island. Here the traveller seems to be approaching the Arctic regions; stunted fir and birch blend with numerous moss-covered rocks, and form a picture of weird wildness. There is a small inn, together with a telegraph-station. Close by, on an eminence, stands a cross of iron, raised to the memory of a Swedish colonel and his men, who were treacherously murdered in the last war between Sweden and Russia. A party of the latter made a foray during the winter across the frozen Gulf, and arrived almost dead with fatigue and privation. They were received by their enemies with every kindness, and nursed with such care that most of them recovered, when they rose upon their benefactors and killed every one of them. The body of the colonel was placed just under the cross, with his men in a circle round him. One of the houses still bears the marks of the Russian bullets.

To Urswik, near *Skellefteå*, in about 6 hours.

The navigation now becomes more intricate; rocks and half-sunken islets seem often to bar all further progress, and the steamer's course is then staked out with bare fir-poles, a tuft of green being left at the top to attract attention. Steam sawmills seem to have taken possession of each promontory around the bay, and anchored alongside are large three-masted ships of every flag, receiving their cargo of planks or cut timber. The people on shore look poor and ragged. In June they have here 23 hours of daylight.

It is about 7 hours to *Piteå*, a compact, well-built wooden town of 1700 inhab. The *Church* is worth a visit; the belfry, as in all Lapland churches, placed by itself some distance from the main building. There will be sufficient time for the traveller to cross the bridge and admire the taste displayed in the governor's house and grounds. *Piteå* exports large quantities of wood; 50 ships may be counted at one time

surrounding the sawmills dotted about the bay.

To *Luleå* in about 6 hours.

The steamer continues its course through the most intricate channels, disturbing large flocks of wild fowl which inhabit the islands. The almost total absence of darkness helps to remind the traveller that he is now in the same latitude as the middle of Iceland.

Luleå. *Inns*: *Gästgivaregård*; *Lundberg*. The *Luleå* is situated on a promontory. The quaint old town, of red houses laid out in square blocks, is an important and thriving place, containing 2600 inhab.; it possesses a large stone *Church*, a Government house, Town-hall, an octagon *Prison*, and numerous shops or stores. A large trade is carried on in wood; and it is the depôt of the *Gellivara Iron Company*, named from the mountain *Gillevara*, 1800 ft. high, composed almost entirely of iron-ore, covered with extensive forests, lying in the vicinity of the *Luleå* river. Travellers who intend proceeding up the *Luleå* river to Lapland, disembark here (see Route 28).

To *Haparanda* in 10 or 12 hours (calling at *Kalix en route*).

Haparanda. 737 Eng. m. from Stockholm. *Inn* is a mere boarding-house, in which they will not serve you except at table-d'hôte hours. This is a telegraph stat., and is the most northerly town in Sweden; 65° 51' N. lat. and 41 miles S. of the Arctic Circle. On the 21st of June the sun sets at 11:37 p.m. and rises at 12:01 a.m. *Haparanda* is one of the telegraphic reporting stations in connection with the English Meteorological Office; and the telegraph clerks are well-educated men, who are required to understand German, French, and English. Pop. 1250. It is situated on the shores of a large bay, on the estuary of the rapid river *Torneå*, which here divides Sweden from Russia. It was founded after Finland and *Torneå* had been ceded

to Russia in 1809, and is gradually rising into a place of importance. It has two churches, and a high school, and several primary schools. A considerable trade is carried on in butter, salmon, timber, skins, potash, tar, &c.

Steamers do not come quite up to Haparanda; they lie in a fjord S.W. of the town. Travellers from Alten, in Norway, who are anxious to catch the steamer at Haparanda, must allow time for this addition to their journey.

Over against Haparanda, on an island in the river, is

Torneå, the frontier town of Russia. It was founded in 1602, and is celebrated in the history of science for the visit made to it, in 1736, by Maupertuis and other French Academicians, accompanied by the Swedish astronomer Celsius, and again in 1801 by the Swedish astronomer Svanberg for the purpose of determining the exact figure of the earth.

Visitors to Torneå should call on the Russian Commandant, and ask to see the Cossacks of the Don dance, and hear them sing. They will expect 3 kronor or three marks (3 fr.), and the captain a glass of punch at the hotel kept by O. A. Anell.

See the *Lapland Church* at Torneå.

In June the sun is, for a few days, visible here at midnight. The phenomenon is, however, seen longer and to better advantage on

Avasaxa, a mountain 680 ft. high, not far from Upper Torneå Ch., about 45 Eng. m. N. from Haparanda. Avasaxa is just within the Arctic Circle. The *Inn* has good accommodation. It can be reached in one day from Haparanda, where carriages can be procured; provisions for the journey must not be forgotten. The road runs through beautiful scenery along the right bank of the Torneå river, by

Kuckola, 10 $\frac{3}{4}$ Eng. m.,

Korpikylä, 10 $\frac{3}{4}$ Eng. m.,

Päckilä, 10 Eng. m.,

Niemis, 10 Eng. m. to

Matarengi, 7 $\frac{1}{2}$ Eng. m., through a country in which only Finnish is

spoken. Beyond this a long and rugged route leads over the mountains to Alten (see *Handbook for Norway*, Rte. 24).

Salmon abound in the Torneå river, but it must be remembered in this, as well as in the Luleå and other Bothnian streams, that there can be no sport for the rod fisherman until he ascends the river some distance inland.

ROUTE 27.

STOCKHOLM TO HAPARANDA, BY LAND.

The distance is 111 Sw., or about 737 Eng. m. If a 4-wheel carriage be taken, it should be of the lightest description, and provided with shafts, drag, and fork. They may be taken by steamer to Upsala, Gefle, or any other port on the coast. The small Swedish road-book should be purchased, in case of any alteration in the stages upon this route. Clean sheets and good bedding are usually met with in the poorest station-houses in Sweden. Good coffee, milk, eggs, and fish, may be depended upon; but good bread or meat are rare out of the towns; and therefore it is advisable to establish a provision-basket in travelling this or any other route in the country by post.

The route is by rail or steamer to Upsala, and thence by Railroad to Gefle (see Rte. 17).

Gefle to Sundsvall.

The road continues more or less near the coast the whole way, passing nu-

merous small lakes and streams, and through a densely wooded, low, but undulating country, gradually sloping upwards to the mountains in the W. Quantities of boulders of all sizes are frequently seen, and the hamlets and farmhouses are numerous, but mostly of a poor and comfortless class. The stations are :

11 Eng. m. *Hille*. On this stage the large and handsome cotton-mill of *Strömbro* is passed.

11½ Eng. m. *Hamrånge*.

19 Eng. m. *Skog*.

10 Eng. m. *Mo Myskie*, good station-house.

On this stage the road passes between the large lakes of *Bergviken* and *Marma*, crossing the stream which connects them. The *Ljusne* river is the great tributary, which, flowing from the mountain boundary between Sweden and Norway, near *Röraas*, forms these lakes, as well as several others higher up.

Hence a road branches off W. to *Elfdal*, in *Dalecarlia* (see Rte. 17), and a railroad (see Rte. 26) E. to the seaport of *SÖDERHAMN*, 8½ Eng. m. dist.

10 Eng. m. *Norråla*.

15 Eng. m. *Enånger*.

6½ Eng. m. *Njutånger*.

12½ Eng. m. *Tuna*. Between the last two stations is the seaport of

HUDIKSVALL (Rte. 26). The farmhouses have an improved appearance in this province (*Helsingland*), and increase in size and comfort as the road passes on through those of *Medelpad* and *Ångermanland*. Numerous small streams are crossed during the next 4 stages.

6 Eng. m. *Rogsta*.

10 Eng. m. *Harmånger*.

11½ Eng. m. *Gnarp*.

13¼ Eng. m. *Maj*. On leaving this the road crosses the noble *Njurunda* or *Ljunga* river, continuing along the coast to

15 Eng. m. *SUNDSWALL* (Rte. 26). A seaport, like the foregoing, prettily

situated at the head of a large bay, and surrounded by steep hills.

Ry steamer *Sundswall* is 43 nautical miles from *Gefle*, and 80 from *Stockholm*.

Sundswall to Umeå.

As far as *Docksta* the scenery is generally very pleasing—the road, during the greater part of the way, winding along the banks of small lakes and the heads of deep bays; but after that, as the soil gets poorer, vegetation becomes stunted, and there are few pleasing features to vary the dull monotony of the vast and stunted pine-forests. The stages are :

8½ Eng. m. *Wifsta*, near the ship-wharf built like a town, with some 400 inhabitants. A good inn, &c.

8¼ Eng. m. *Näset*. Upon this stage the noble *Indals* river is crossed, at its junction with the gulf.

8¼ Eng. m. *Mark*.

8¼ Eng. m. *Åland*, E. of these two stations, 10 Eng. m. from *Mark* and 6¼ Eng. m. from *Åland*, lies on *Hornö* island, at the mouth of the *Ångerman* river, *HERNÖSAND*, described above.

10 Eng. m. *Weda*.

1½ Eng. m. *Hornö*. On this stage the broad *Ångerman* river is crossed by a ferry; the passage may be delayed for several hours, and is at times totally impracticable. During open water, therefore, a steamer leaves *Hernösand* and loading-place of the same name, every week-day at 8 a.m. for *Hornö*, where it arrives at 10 and returns at 2 p.m. to *Hernösand*, by which means time may be saved and danger avoided.

10 Eng. m. *Herrskog*.

10¾ Eng. m. *Åskja*.

7½ Eng. m. *Docksta*. From hence to *Umeå* the soil increases in poverty, but the inhabitants gain a comfortable livelihood by their skill and industry in weaving linen.

10¾ Eng. m. *Spjute*.

10 Eng. m. *Hörnäs*.

10 Eng. m. *Örnsköldvik*. A small seaport.

10 $\frac{3}{4}$ Eng. m. *Täfra*. On this stage the Gideå river is crossed.

11 Eng. m. *Könsa*.

12 Eng. m. *Afva*. Midway on this last stage the province of *Westerbotten* is entered—a flat and poor country, the industrious inhabitants of which live by a precarious agriculture, by cattle-rearing, and fishing. The northern part is called *Norrbottnen*, and the vast adjoining tracts of *Lapland* are divided between these two countries.

10 Eng. m. *Lefvar*. On the road to this station *Stora Lögdan* river is crossed.

11 $\frac{1}{2}$ Eng. m. *Ängersjö*. On the road to this station *Öre* river is crossed.

10 $\frac{3}{4}$ Eng. m. *Sörmjöle*.

12 $\frac{1}{2}$ Eng. m. *Stöcksjö*.

5 Eng. m. *Umeå*. *Inns*: *Gästgivarvaregård*; *Stadskällare*; *Forsbergs'* lodgings. A seaport on the gulf, with 3000 inhab. The town is built upon a plain on the l. bank of the *Ume* river, which is extensive, and rises in the mountains, near the *Norwegian* frontier. The governor of *Westerbotten* resides here. There are many ironworks and sawmills in the neighbourhood, and two active shipping-places, *Ratan* and *Holmsund*, the latter being an outport of *Umeå*, where large vessels bring up.

Umeå to Piteå.

The road continues along the coast, through flat districts and vast forests, but in which the birch and aspen become more freely mingled with the fir. Such, indeed, is the character of the scenery the whole way to *Torneå*, occasionally varied by agreeable views of the sea and the rushing streams from the mountains on the W. Most of them abound in salmon, which is the staple food of the people.

The stages are:

5 $\frac{3}{4}$ Eng. m. *Innertafle*.

At *Yttertafle* there is one of the 27 Agricultural Schools of Sweden, which have done so much to improve the methods of farming in Scandinavia.

The students remain in the school two years. The cost of labour in this part of Sweden is 1 $\frac{1}{2}$ to 2 kr. a day; carpenters and masons receive 2 to 2 $\frac{1}{2}$; a farm-horse is worth from 200 to 250 kr., and a cow 80 kr. The school at *Yttertafle* has more than 100 acres under cultivation, and around 1800 acres awaiting reclamation.

8 Eng. m. *Säfvar*. Near the great iron-works of that name.

12 $\frac{1}{2}$ Eng. m. *Djekneboda*.

10 Eng. m. *Rickleå*.

10 Eng. m. *Gumboda*, on the sea, with a loading-place for timber.

8 $\frac{1}{2}$ Eng. m. *Grimsmark*.

10 Eng. m. *Broäng*.

8 $\frac{1}{2}$ Eng. m. *Daglösten*.

10 Eng. m. *Bureå*.

8 $\frac{1}{2}$ Eng. m. *Innervik*.

6 $\frac{1}{2}$ Eng. m. *Skellefteå*. *Inn*: *Källare*. A small seaport on the *Skellefte* river, with 900 inhab. Close by, up the river, is *Skellefteå Ch.*, one of the handsomest in Sweden, built in the form of a Grecian temple. *Skellefteå* is a dull and uninteresting village, about 8 Eng. m. from *Ursvik* at the mouth of the *Skellefte-Elv*, from whence small steamers convey passengers to *Skellefteå*. At *Ursvik* there is a small private hotel; clean, comfortable, and moderate as to charges.

10 Eng. m. *Frostkåge*.

8 $\frac{1}{2}$ Eng. m. *Byske*.

9 Eng. m. *Åbyn*.

6 $\frac{1}{2}$ Eng. m. *Kimbäck*.

7 $\frac{1}{2}$ Eng. m. *Jäfre*.

14 Eng. m. *Piteå*. *Inn*: *Gästgivarvaregård*. The *Pite* river is crossed before entering this town, which is prettily situated upon the coast, and has about 2350 inhab. A small trade is carried on in timber, tar, skins, &c. Steamers call here on their way between *Stockholm* and *Haparanda* (see above).

Piteå to Luleå.

The stations are:

4 Eng. m. *Öjeby*.

13 $\frac{1}{2}$ Eng. m. *Rosvik*.

8½ Eng. m. *Ersnäs*.

8½ Eng. m. *Güldvik*.

4 Eng. m. *Luleå Gammelstad*. On this stage the noble Lule river is passed, which is celebrated for the numerous cataracts and rapids it forms during its course from the mountains.

6½ Eng. m. *Luleå* (see Rte. 26), a town of 3150 inhab. on a promontory in a fine harbour, the resort of timber-ships. The houses are of wood. The manager of the Gellivare Company resides here. The old town, built by Gustavus Adolphus, but transferred to the promontory in consequence of the sea having been filled up with alluvial deposits, lies about 7 m. up the river.

This is the starting-point for Quickjock (Rte. 28).

Luleå to Haparanda.

The road still passes through a thickly-wooded country of little interest, except for its geology. The stages are:

11½ Eng. m. *Persön*.

12½ Eng. m. *Råaby*. Near here the river Råne is crossed. It is nearly 600 feet wide, and is one of the most considerable streams which rise in the mountains of Swedish Lapland. At its mouth is one of the many loading-places for timber on this coast.

7½ Eng. m. *Jemtön*.

6½ Eng. m. *Töre*.

13½ Eng. m. *Månsbyn*.

7½ Eng. m. *Näsbyn*, or *Neder* (Lower) *Kalix*. Another of the great Lapland streams, the *Kalix*, is crossed on this stage. Houses and villages are numerous upon its banks. There are two loading places, *Upper* and *Lower Kalix*. Great numbers of salmon are taken in this river.

13½ Eng. m. *Sangis*.

6½ Eng. m. *Saiwits*.

11½ Eng. m. *Nickala*.

6½ Eng. m. *HAPARANDA*. (See Rte. 26.)

ROUTE 28.

LULEÅ TO QUICKJOCK (LAPLAND), BY EDEFORS, STORBACKEN, AND JOCK-MOCK (ABOUT 20 SW. MILES = 133 ENG. M.

(See the Map of North Sweden).

This route, and the tour up the Luleå river, offer both to the sportsman and naturalist great advantages combined with a few discomforts. Even ladies, with ordinary precautions, need not fear to join the expedition, if able to walk some 5 miles in a day, and thus enjoy the Arctic scenery without a long sea-voyage. The *Mosquitoes*, it must be allowed, are almost intolerable, and ladies should take a mosquito-net with them.

If desirable, some person can always be found at Luleå to act as a guide. This, however, will not be necessary if one of the party can speak a little Swedish; as the Swedish settlers in Lapland at whose houses the traveller will put up, are always obliging, intelligent, and educated; they will be perfectly satisfied with 2 kronor per head per diem, this charge covering all expenses.

The natives are only too pleased to see a traveller ever to think of molesting him, as the pay they receive for boat-hire, lodging, &c. &c., far exceeds anything they can earn in an ordinary way.

A piece of good cheese, and a small keg of native brandy, the traveller can purchase at Luleå. The following necessities had better be brought from England:—gun, ammunition, dog, rods, fishing-tackle of all kinds, some tins of preserved soup and meat, tea, wine, and a box of biscuits, a spirit lamp, and a *pistol* to fire signals to boat or ferrymen where river has

to be crossed. Plenty of warm clothing must be provided, as the nights may be cold and frosty—in the daytime the sun will often be very hot. The midnight sun can be seen from Jockmock just as well as from Avassaxa, near Haparanda, and all the way up to Quickjock, which is half a degree further north. But the sportsman should avoid the month of June or July, as the birds are sitting upon their nests, and the *Mosquitoes* will drive the fisherman away from the rivers. By the end of August or beginning of September these intolerable pests will be put to flight by the cold frosty nights, and the young birds have become strong on the wing.

The rooms in these settlers' houses are warmed in 5 minutes; they pile large pine-logs in the enormous fire-places, these burn up at once, throwing off a tremendous heat.

This route has been divided into days, as there are only certain houses which offer sufficient accommodation to the traveller, one of which must be reached every night. The Pastor may take people in at 2 kronor a day, no post station will; 1 krona per meal, exclusive of coffee, milk and beer, is a common price. Beds 1 to 2 kronor.

Immediately on arriving at Luleå, a messenger, as förbud, should be dispatched to Jockmock, the half-way station, with a slip of paper for every place he passes through, saying when the travellers will arrive, and what horses or boatmen, or food, they are likely to require; then there will be no delay along the route, and little need for the preserved provisions.

Luleå is described in Rte. 27. *Inn*: Nils Ohman, landlord; bad attendance; bedrooms or beds in one room, 1½ krona each; dinner, 3 kronor. The traveller may be detained here 2 or 3 days, which time can be occupied in making his arrangements and obtaining further information (see Rte. 27).

The New Gellivara Company *Steamer* runs on Tues. and Thurs., 8 a.m., and is met by omnibus at Råbäcken, which

[Sweden.]

takes passengers to *Hednoret* (fare 2 kronor), where he will find a steamer waiting. Fare 1 krona, 50 öre by the omnibus. It carries goods and passengers up and down the Luleå river, leaving the town of Luleå for Råbäcken, at the foot of the *Hedensfors Rapids*. This journey occupies 3 hours, the river for the first part being wide with flattish banks, gradually narrowing higher up. Scenery tame and uninteresting. Salmon are caught here in large numbers in stake nets, which almost obstruct the navigation; they are able to make their way up as far as the falls at *Edefors*. Villages are scattered along the sandy banks, having as usual 4 or 5 wooden houses attending upon each inhabited one. Each kitchen being, if possible, a small detached building to avoid risk of fire. Good food can be procured on board the steamer.

On landing at *Råbäcken* the traveller will find a gig (holding 2) for himself, and a small cart for his luggage, which his förbud has ordered. The ponies are good, but the road is sandy and bad, all the way to

46½ Eng. m. **Hedensfors**. The traveller is recommended to take the reins, as he will then only have himself to blame if he does not avoid the numerous ruts which garnish this road, the jolting into which the natives think nothing of. This drive of about an hour and a half runs through a forest of pine with clearings now and then; the scenery improving as he reaches his destination, where a small screw-*Steamer*, also belonging to the Gellivara Company, awaits him. The hire of horses and carriages is the same as elsewhere in Sweden.

Leaving the quay at 8 a.m., this small steam-boat rapidly pushes its way against the stream, disturbing numerous wild fowl; the villages become smaller and more scattered, and the scenery wilder and more interesting. On the right lies the village of Bredåker, the starting-point of the road to Luleå. A stay of less than an hour is made at

Svartlå, a very pretty place; some refreshment can be obtained here. Fair *Inn*. There is a good restaurant on the steamers from Luleå to Råbäcken, with spirits, wine, and beer; but nothing, not even beer, is to be had on board the steamer from Råbäcken to Edefors (fare 4 kronor), or from Edefors to Storbacken (fare 3 kronor). Large wood rafts succeed each other all the way up, and large fires, for making pitch, line the banks at intervals. A short stay is made at Bodträsk where there is a large sawing-mill; here the banks are so steep, that the steamer can lie alongside without a quay of any kind.

Edefors is reached at about 9 p.m. The *Inn* kept by N. P. Engström. The beer is excellent, and the food not bad, while the beds are clean and decent. A fine view from a kind of terrace: N. a larger house built by the Gellivara Company. This is a lonely spot at the bottom of the rapids, down which the water tears and rushes for more than a mile. See them take salmon in an iron cage; the fish may be caught here with the fly up to 50 lbs. in weight, no particular leave or licence required, and a boat can always be had. Here are also trout and grayling in abundance. The fishing is also good from the land at the point where the rapid ends.

Next morning a cart can be procured to take the luggage to the top of the rapid, 10 E. m. distant, good road. The traveller had better walk through this forest, with pretty peeps of the river now and then. The cart ought to cost from 1 krona to 1½ krona. The *steamer* leaves at 8 a.m. four times a week for *Storbacken*, a post station with a very good inn.

The scenery improves all the way to **Storbacken**, where the little Luleå joins the great Luleå river; the route continues along the banks of the former. At this place horses can be engaged to *Kaskats* (4 kronor 25 ö. each horse); it is a post-station with

decent *Inn*. prettily situated on the Lake (or Tresk), in which are huge perch. A very fine waterfall is about 2 Eng. miles off.

A horse and carriage to *Jockmock*, cost 4 kronor 30 ö. Travellers may stop at *Payerim*, and also at *Mattis Udden*, but they will find no horses at either, and they will not easily persuade the postmaster at Storbacken or Jockmock to let them horses for both stages, or for part of two days. There is not the least advantage to the traveller in doing so, and the horses earn more for their owner by going one stage, and taking their chance of a return fare. The tourist is now in Lapland proper, and he will notice that the whole country is one immense forest pierced alone by the route which he is taking. This is by far the best station on the whole journey, good accommodation, good food, and beautiful scenery; there are plenty of fish in the river close by, grayling preponderate.

The whole distance from Storbacken to Jockmock is 32½ Eng. miles, but the sandy road is in some parts very bad as well as hilly, rising some hundreds of feet between the two stations, and running through wild and desolate-looking pine-forests, large tracts of which show nothing but grey poles, all that has escaped the ravages of the bush fire, so prevalent here in the summer months. Dead and dying trees are falling and lying around, and the traveller may have to stop his horse to remove a tree which blocks up his road.

Mattis Udden, a station-house on an island situated exactly upon the Arctic Circle, where a short stay is made to rest. The traveller is now in as high a latitude as the northernmost point of Iceland, strange birds abound, and the solitary grandeur of the forests, with their foreground of bright coloured mosses and lichens, forms a picture which he is never likely to forget.

Jockmock Station. Pop. 648 Laplanders. *Inn* tolerable, though inferior

to the last. Lodging may be had at the house of the Mannberg family. A short stay should be made here to despatch a förbud to Quickjock, and to take advantage of the splendid trout and grayling fishing below the falls. Very good wine can be bought cheap, at a shop in the village. There is a *Post-office*, and the Pastor will be found civil and obliging, and ready to welcome any persons who call upon him. Porter costs 2 kronor a bottle, owing to the expense of land carriage.

This Lap village, 900 ft. above the sea, is a curious place, consisting of streets of wooden huts for man and reindeer, empty in summer, but occupied by a population of 100 upon their return from the mountains in the winter. It has a shop, a boot-maker, a pastor and parsonage, and church. Pearls of inferior quality can be had here; they are found in the Pearl river, which runs into one of the lakes some miles off.

Jockmock stands upon a hill, the base of which is washed by the Lilla Lule river. The winters are very severe, and snow sometimes covers the ground for 9 months in the year. The ground is frozen to a depth of 6 ft., and the ice is sometimes 3 ft. thick on the lakes. The average depth of the snow is 4 ft.

The *Jockmock Falls* are truly magnificent, and well repay a visit: the immense volume of water dashes with a roar over a precipice of some 50 ft., throwing up clouds of spray in every direction.

Trout and grayling up to 6 and 7 lbs. are found in every eddy below the falls, about one mile from the station-house, and wild fowl feed in every little bend of the river.

The fish will not take any fly readily, and it is of no use trying unless from a boat: it is worth seeing them haul up the iron cage in which salmon are taken.

Should the traveller make this journey in June, there will be no more

total darkness for him till near the end of July. The midnight sun may be seen from a hill 2 hours' walk from the station-house, should the weather be fine.

The postman can be made use of as förbud if the time suits; if not, of course a special messenger must be despatched: this is not absolutely necessary, but it will avoid all delay and disappointment in waiting for boatmen, &c. &c.

N.B. It is no use attempting to get up to Quickjock while the hay harvest is going on, which begins about the 20th or 25th of July, and lasts 14 days), as the villages are deserted, and the boatmen are all in the woods. One old blind man was the sole occupant of Lusby. No roads exist N. of Jockmock, except that to the Lake.

Leaving Jockmock early in the morning in carriages, which can be had at the station-house for the 5 m. of road to the bottom of Lake Vaikijaur, 2 boats, each manned by 2 men or women, will be in waiting; 1 boat would not be sufficient for the further journey, as the baggage has to be carried through the forest by the rowers upon their backs. On the way to Quickjock, wild fowl will be met with, while the lakes and rivers teem with fish of large size.

The head of *Lake Vaikijaur* will be reached against a strong current rising in one place to a small rapid in about 2½ hrs., when the boats will be drawn up, and the luggage taken out and equally divided among the rowers, who sit down on the grass and tie their respective goods on to their backs; following them, the traveller wends his way along a footpath through the forest to avoid the rapids, which invariably form the junction between these lakes. The boatmen are very careful, and would not allow the traveller to proceed were there any danger to be apprehended from sudden storms or squalls on the lake; the boats are light canoes, made of pine strongly put together, which rise readily to the

small waves. The bottom of the Lake Vaikijaur is called *Lusby*; here is a small village inhabited by boatmen.

Cataract of Njommelsaska.

[From Vaikijaur by a visit may be made to the **Cataract of Njommelsaska**,* the greatest in Europe, more than double Trollhättan, about 40 Eng. m., a very rough walk of 10 hrs. to and fro, over a very difficult country. Guide must be taken, and food. The way leads by *Ligga*, above the Luleå river (18 Eng. m.), beyond which the river is crossed in a boat, and you ascend steeply through tangled forest, the path mostly marked by notches on the trees. Mount Ananas must be climbed, skirting round its shoulder, a difficult way among rocks and boulders, partly through marsh. Beyond this the roar of the Fall guides the wayfarer, who from a height may look down on the great river Luleå, in its grand descent of 50 or 60 ft. This is followed by a sweep of rapids, over which the river descends about 100 more feet. The river may be crossed a mile below the Falls in a boat.]

As the bottom of the next lake *Purkijaur* is reached,—other boats and rowers are ready; the former ones are now paid and sent back again. After a good hour's row the head of the lake is seen, disembarkation again takes place, another tying on of luggage to willing backs, and a further walk through the forest, surrounded by birch and pine and fir; the footpath is good, though rather boggy in some places after heavy rains. A little drop (say a small wineglass) of the native brandy given to each boatman—the women are all teetotallers—will help the boat along. They will do almost anything for this highly prized spirit, which they cannot procure or purchase anywhere, its sale having

* The only English work in which these Falls are described is Mr. J. Sharp's entertaining volume, called 'Up in the North.'

been properly forbidden by law, as its constant use was rapidly depopulating the whole country. No stronger or finer men and women are to be found anywhere than these teetotal Swedish settlers.

Now, at every house, will be found small creatures dressed in reindeer-skins with high blue caps, without any hair on their faces, and of unknown ages or sexes; these are the real Laps, who have not accompanied their brethren and the reindeer to the mountains. The traveller will meet with none of the latter, although in winter they abound at every station, their flesh being then the staple food of the inhabitants, which in summer is cows' milk and fish. No bread will be met with till he arrives at Quickjock, each station is provided with dried rusks as a substitute. The native hard black bread will not be relished by the traveller.

The next lake is *Randijaur*, where other boats and rowers are waiting. Sometimes 2 boys take the place and pay of one man. This is the broadest lake of all: it takes a 2 hours' row to arrive at its head, where there is a beautiful cascade formed by the river dashing down through several small islets from the other lake. Here is a house where a rest can be made and coffee procured. Only 10 minutes' walk to next lake, *Parkijaur*, where fresh rowers are stationed. Instances of extortion are recorded of the *Parkiby* boatmen, which ought to be resisted—6 kronor is the proper fare. The snow-capped mountains, for which the traveller is bound, appear for the first time in the distance, and altogether the scenery of this lake increases in boldness and grandeur.

After an hour's row and a walk of 20 minutes *Lake Skalka* appears in sight, and another 15 minutes' pull lands the traveller at the hospitable station of *Bjorkholm*, situated upon a small island. He ought to arrive here at about 8 p.m. This is by far

the most fatiguing day's journey, in consequence of its length; but it is better to push on than have to put up in huts which are not intended for the traveller's reception.

Rusks, dried reindeer-flesh, eggs, butter, milk, and fish form the staple diet at these stations, but meat will often be provided if previously ordered by the förbud.

Next morning fresh rowers will pull the traveller in 3 hours to Tjomatis, where a rest is taken and coffee can be had, and a further $2\frac{1}{2}$ hours lands him at

The station of *Niavi* at the head of the Lake. Here the traveller can push on to Quickjock the same day if he wish, as it is only 20 E. miles further; but a comfortable station-house and magnificent fishing in the rapids close at hand should not be hurriedly passed by. The scenery increases in beauty the nearer the Quickjock mountains appear to the eye. Next morning a walk of 25 minutes brings the traveller to the bottom of *Lake Saggat*; here for a short distance the boats are pulled and poled up a rapid to the dismay of the nervous traveller, who fancies the boat must be wrecked on some sunken rock every minute.

High mountains and perpendicular cliffs line the banks of this splendid lake, while the range of snow-capped mountains form a fitting background. 4 hours' pulling takes the traveller to its head, where the boats enter a natural canal of more than a mile in length, cutting off the course up the tempestuous Tarajock river, and soon the village of

Quickjock, $66^{\circ} 55' \text{ N. lat.}$, a group of 4 or 5 red houses with a *Church* and *Belfry*, opens suddenly to view. The situation of this lovely spot, 1000 ft. above the sea, cannot be exceeded for natural beauty; lying as it does upon a sloping hill with the waterfall of the Kamajock river on its right, it commands a magnificent

prospect of the valley in front formed by the junction of the 2 rivers before they empty themselves into the Lake. Patches of snow at no great height stand out from the dark rocks ere the eternal snow is reached, while the dark green of the very small pines and the lighter tints of the willow birch add to the beauty of the picture, the clear atmosphere of the Arctic regions giving a charm to the whole.

Unfortunately the plague of mosquitoes and midges in summer makes a sojourn here almost intolerable.

In summer the village of Quickjock is made up of 4 families; and although there is a station-house, the traveller will do better if he can persuade the hospitable Pastor to receive him. Lambs and calves can be purchased here, and bread will once more gladden his eyes; the Parsonage is roomy and comfortable, and the cooking excellent. The inhabitants of Quickjock own about 12 horses, 25 cows, and 1000 reindeer. The summer weather is pleasant. The prospect on all sides can nowhere be exceeded for its ever-changing beauties. The mountain view from the summit of *Snjrrak* will well repay the ascent.

Plenty of trout and grayling in the rivers, and especially at the foot of the falls; but they are small compared to the other streams, not exceeding 2 or 3 lbs. in weight—60 fish from $\frac{1}{2}$ to 3 lbs. each would be an ordinary afternoon's sport at the bottom of the last fall, close to the Parsonage. In one hour the Fells at the back of the house can be reached, where a good shot ought to secure some ptarmigan and willow-grouse.

There is also a track across the mountains into Norway, should the traveller wish to return home that way. If not, he must take the same route back again, but being down hill, and with the stream, it will require a much shorter time than it did coming up, taking care to arrive at Edefors on the proper day to meet the screw-steamer.

The route into Norway terminates at Bodö (*Hbk. Norway*, Rte. 20), and is carried across a very wild and rocky district. It is rarely attempted. The glacier of Sulitelma, distant nearly 60 Eng. m. from Quickjock, is passed by the way, and the peak of Sulitelma (6326 ft.) is visible at a great distance. Encampments of Lapps are met with, and numerous herds of reindeer.

ROUTE 29.

HAPARANDA TO THE ARCTIC OCEAN.

M. du Chaillu (*Land of the Midnight Sun*, vol. i. pp. 53, *et seq.*) has described a journey which he made from Haparanda to the North Cape; it is improbable, however, that any but very enterprising travellers would care to undertake it. The *Torne* river, with its prolongation the *Muonio*, which separates Sweden from Russia, is followed for a number of miles. A high road goes N. from Haparanda as far as Pajala and Kengis, a distance of 17 Sw. miles, passing through beautiful scenery. There are 11 post-stations, at which food and lodging may be obtained. Laplanders roam over the country with herds of reindeer, and the summer climate is delightful, but swarms of mosquitoes are the great drawback.

Ruskola (40 Eng. m.) is the next stopping-place between Haparanda and Pajala. Here is a large and flourishing farm. The Arctic Circle is crossed between the stations of *Kunsijärvi* and *Ruokojärvi*, 1408 geographical miles S. of the North Pole.

Pajala is nearly 100 Eng. miles N. of Haparanda, near the junction of

the *Muonio* with the *Torne*, and 330 ft. above the level of the sea. The hamlet contains 25 homesteads. The journey northward may now be continued, either by bearing to the N.W. and ascending the *Torne*, or by going up the river *Muonio*. The latter route is preferable. The river is the high road, and there are frequent boat-stations where food and lodging can be obtained. The fare is 1 krona for each man for every Swedish mile, and a small sum for the use of the boat. The *Muonio* abounds in rapids, but the boatmen manage their boats so well that no damage need be feared. The boats are usually very long and narrow: 25 to 30 ft. in length, $1\frac{1}{2}$ to 2 ft. in depth, and 3 ft. broad at the broadest part. A temperature of 51° F. was registered at 1:30 a.m. On the morning of July 1st, and at 10:30 p.m., it had been 57° F.

Kolare, *Hunkki*, and *Kihlangi* are the next stations. The river abounds with rapids, and the progress is slow. $12\frac{1}{2}$ Sw. m. from Pajala, and near to *Muunioniska*, are the

Muoniokoski Rapids, which are the most formidable and dreaded on the river. "These rapids continue for nearly an English mile, rushing between naked rocks which stand like encampments on each side; a few solitary trees overhang the banks, and excepting these nothing is to be seen but the clear blue sky above, and the foaming waters which appear to be whirling you to destruction. Not a sound is heard but the roaring of the waters, as they foam and dash against numberless obstructions. It is a grand and most exciting spectacle." . . . "The most dangerous part of the whole consists of two nearly perpendicular falls, one about 100 yards distant from the other . . . Perhaps the most dangerous part of all is between the two falls, for the stream has to be crossed with the boat, at times, broadside to the waves. This space is full of rocks also, and there is

barely time to get the boat's head straight, before it is whirled into the second fall. Till recently this rapid was esteemed quite impassable, and boats were dragged overland; but a certain Karl Regina looked from the bank one day, thought he saw that a clear course was possible, and made the experiment alone, letting the boat down sternforemost against the stream, and so retaining steerage-way. He was quite successful, and since that time he is the recognised pilot, and receives a regular fee for taking boats down."

1 Eng. m. from Muoniomska is

Muoniovaara, where there is a comfortable farmhouse, at which a Russian bath can be obtained. The situation is picturesque; the farm overlooks the Muonio, and is surrounded by meadows, a few cornfields, and a capital vegetable-garden. Muoniovaara is 226 English miles, or 365 kilometres from Haparanda.

To the N. of Muoniovaara the river trends to the W.; rapids are frequent; the scenery becomes more desolate, and the population more sparse. A pull of 14 hrs. is necessary before *Palojoki* is reached, a hamlet consisting of eight or ten scattered farms. "The inhabitants seemed to be a cross between the Finns and the Lapps." But little grain is grown here, because frosts often occur in August. Nevertheless the July temperature is high,

and 82° F. has been registered at midday, 70° at 6 P.M., 68° at 7 P.M., and 64° at 9.30 P.M. The inhabitants of Palojoiki have large herds of reindeer.

There are two ways of going north from Palojoiki:—The Muonio may be ascended as far as Lake Kilpisjärvi, and thence we may cross to Norway, and make for Tromsö or Skibotten; or we may branch off to the N.E. from *Karesuando*, cross a strip of Russian territory into Norway, and halt at *Kantokeino* (v. *Hbk. for Norway*, Rte. 22, p. 166): or again the small river Palojoiki, one of the affluents of the Muonio may be ascended. This is a completely new route, and was followed for the first time by M. de Chaillu.

The river is small and full of rapids. Reindeer (here worth 27 kronor a head) are met with on its banks, which are lined with forests of birch and fir, carpeted with reindeer moss of a greenish white colour. Here, on July 5th, the temperature at 7 a.m. was 67° F. in the shade and 109 F. in the sun; while between noon and 1 P.M. it was 82° F. in the shade, and at 6 P.M. 78° F. After 14 hour's pulling, a farm is reached between the little lakes Leppäjärvi and Sarjärvi. We are now in Russian territory, and can travel by way of Palojarvi to Kantokeino, and thence to Alten and the North Cape. (*Norway*, Rtes. 21 and 22.)

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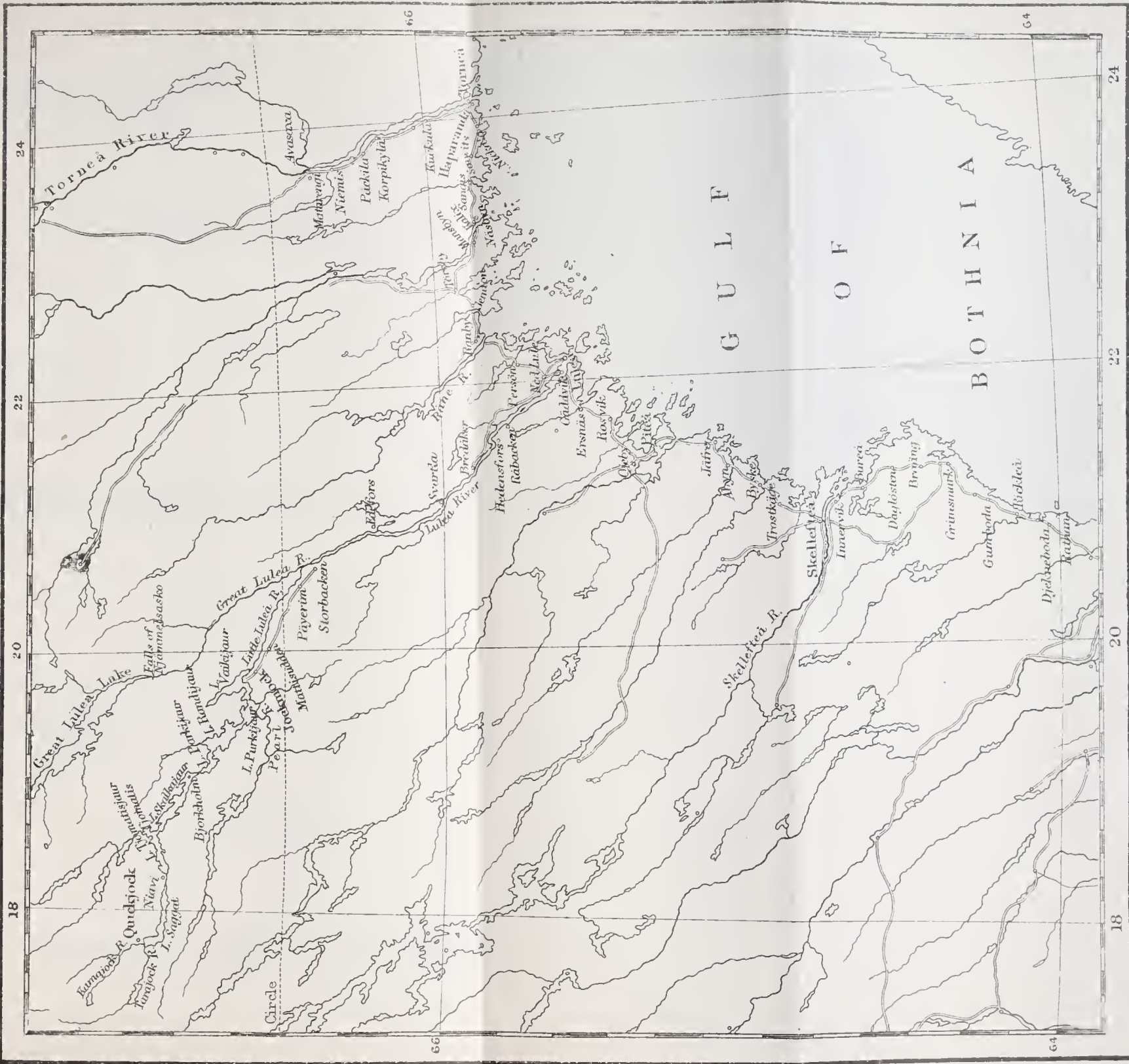
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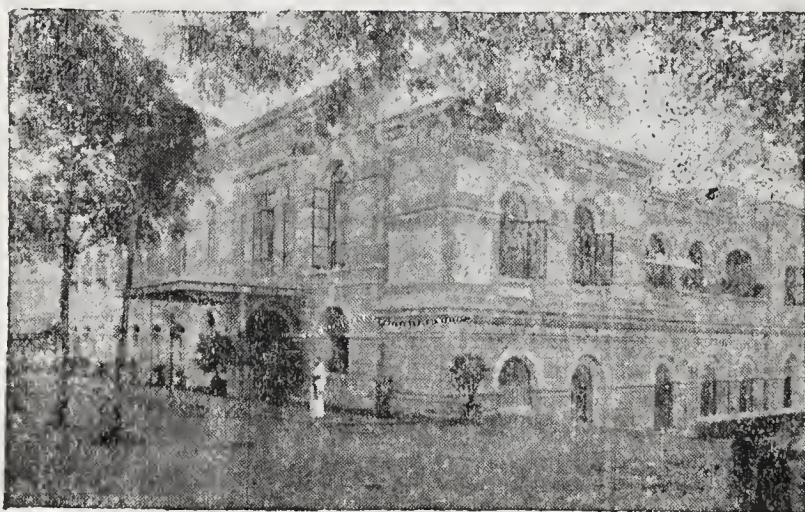
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*Facing the Beach, close to the Bathing Establishment and the Parade.*

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*Table d'Hôte and Private Dinners.*

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*Most Comfortable, with Moderate Prices.*

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*Charming situation, overlooking Stephen's*  
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Moderate Charges.

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Electric Light. Hydraulic Passenger Elevator.

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THE VALLEY OF ENGELBERG (3200 ft. high), near Lucerne.  
 Season 15th May—30th September.

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**T**HE property of Mr. H. HUG. Summer stay unrivalled by its grand Alpine scenery. Clear bracing air, equable temperature. Recommended by the highest medical authorities. The HOTEL SONNENBERG, in the finest and healthiest situation facing the Titlis and the Glaciers, is one of the most comfortable and best managed hotels in Switzerland. Lawn Tennis Ground. Excellent and central place for sketching, botanising, and the most varied and interesting excursions. The ascent of the Titlis is best made from here. Shady Woods. Vapour and Shower Baths. Waterspring 5° R.; 200 Rooms. Pension from £2 6s. a week upwards. Because of its so sheltered situation specially adapted for a stay in May and June. Resident English Physician.

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This new first-class Hydropathic Establishment with 250 Beds, two Lifts, Electric Light in all the rooms, Central Heating, opposite to the Hotel Titlis, will be open on the 1st June. The building is fitted up to the most recent hygienic principles. The various medical appliances fulfil the utmost demands of modern science and furnish everything necessary for hydropathic, mechanical and electric treatment. For illustrated prospectus and tariff please apply to the Proprietor, Ed. CATTANI.

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Electric Light. Bath Rooms on every Floor. Pension from Seven Francs a day and upwards.

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OPPOSITE THE CENTRAL RAILWAY STATION.

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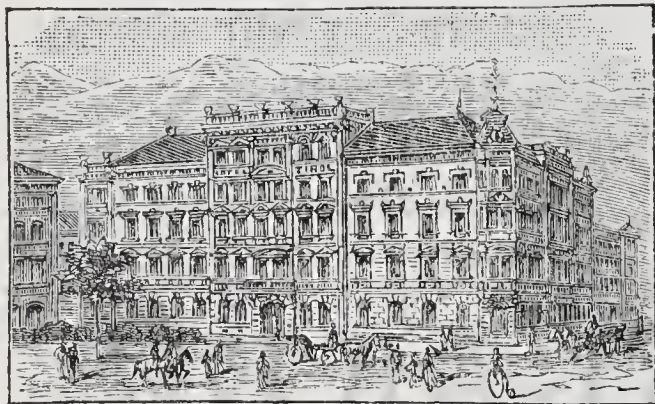
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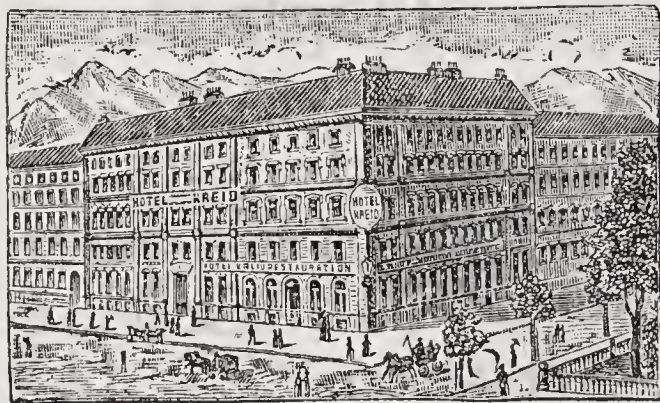
The above Hotel offers Pension at the most moderate terms for the Winter Season, according to rooms, from fl.3 upwards, rooms included.

**T**HE BEAUTIFUL AND SHELTERED situation of INNSBRUCK renders it a very agreeable place of residence all the year round. In spring as well as in autumn it is especially to be recommended as a stopping place between the different watering places. It is also to be recommended after a sojourn at the sea-side.

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KOPENHAGEN.

KOPENHAGEN.

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With 100 elegantly-furnished Rooms and Saloons from 2 kr. upwards. Preferred by the travelling public because of its central and open location, overlooking the King's Square.

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**Messrs. EALLI, Proprietors.**

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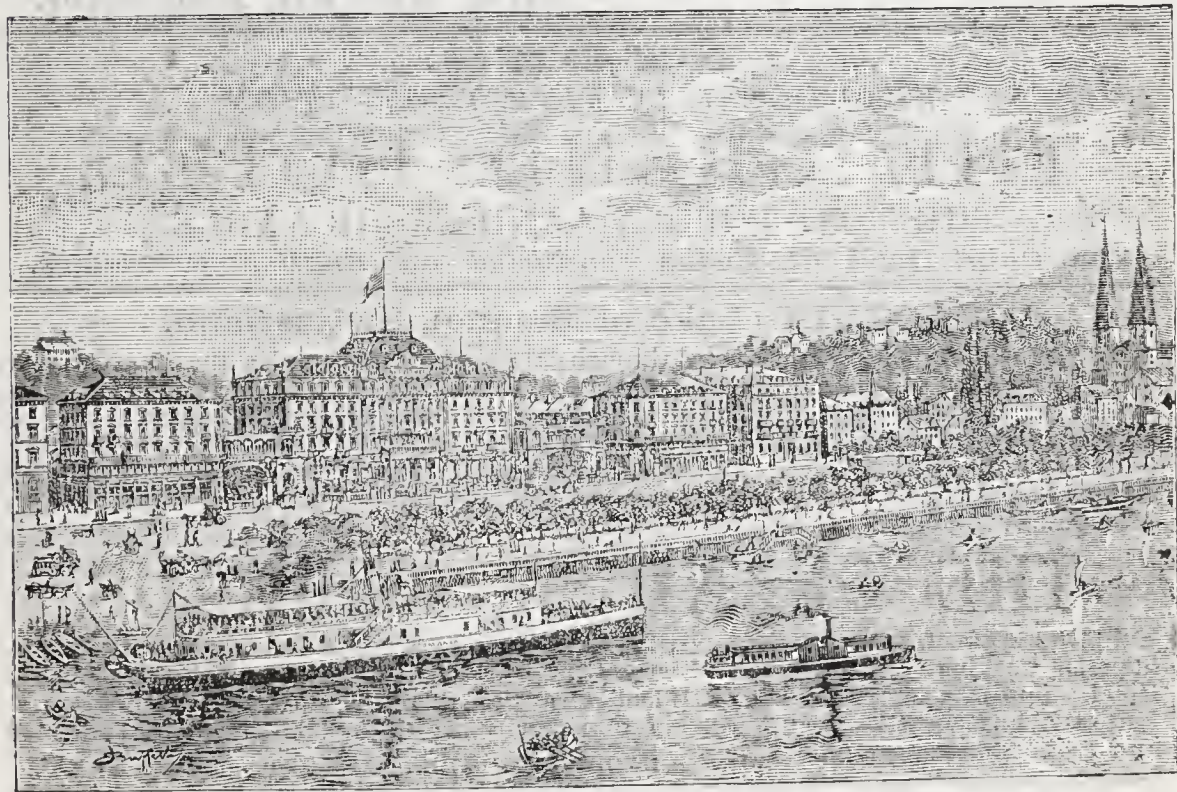
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**EVERYBODY** travelling through BIENNE (Jura-Simplon Ry.) is entitled to break his journey and should not fail to take the Funiculaire (1873 yds., up and down, 1 fr. 50 c.) to Macolin, 3,000 feet. Just the place to stay in Spring and Autumn. See Baedeker and Bradshaw. Grandest View. Sheltered position. Over 1,000 Acres of Woods. Numerous Excursions. Cheap Carriages. Taubenloch Gorges surpassing in loveliness those of Meiringen. Island of St. Pierre. Passion Play Selzach.

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FIRST-CLASS HOTEL. For Families and Tourists. Large and Comfortable. Sunny and Eastern aspect. This Magnificent Establishment is situated in the Valley of the River Saône with a splendid Panoramic View, including that of Mont Blanc. Wines for sale. Omnibus meets all trains. *Special Terms for Motor Cars.*

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PROPRIETOR: I. F. H. HORN, FROM HAMBURG.

Renowned First class House in the most beautiful central location of the town, opposite the Railway Station and the port. Every comfort of modern times at moderate terms. Large Vienna Café with daily Orchestra Concerts. Hotel Restaurant. Baths. Carriages. Dinners kept ready for through-travellers to Stockholm and the interior of Sweden.



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3½ DAYS' VOYAGE.

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Feet above Sea-level.***JONES' BELLA VISTA HOTEL.**Splendid View of Sea, Mountains, and Valley. The only Hotel with three acres of level garden ground attached. Tennis Court; Drawing and Billiard Rooms; Fifty Bed Rooms. Electric Light throughout Hotel and Grounds. Special Terms for Families. Telegraphic Address: "Sanspareil, Madeira." Illustrated Pamphlet free from **HOTEL TARIFF BUREAU**, 96, Regent Street, London; E. G. WOOD, 74, Cheapside, London; **ROGERS & Co.**, 6, Oldhall Street, Liverpool; H. F. DILLEY, 3a, Newington Road, Edinburgh; and F. C. HAYWARD, 52, Union Passage, Birmingham.

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Real English Hotel, near the Station. Heated throughout. Moderate Charges. Hotel Coupons accepted. Porter meets trains. Garden. Electric Light.

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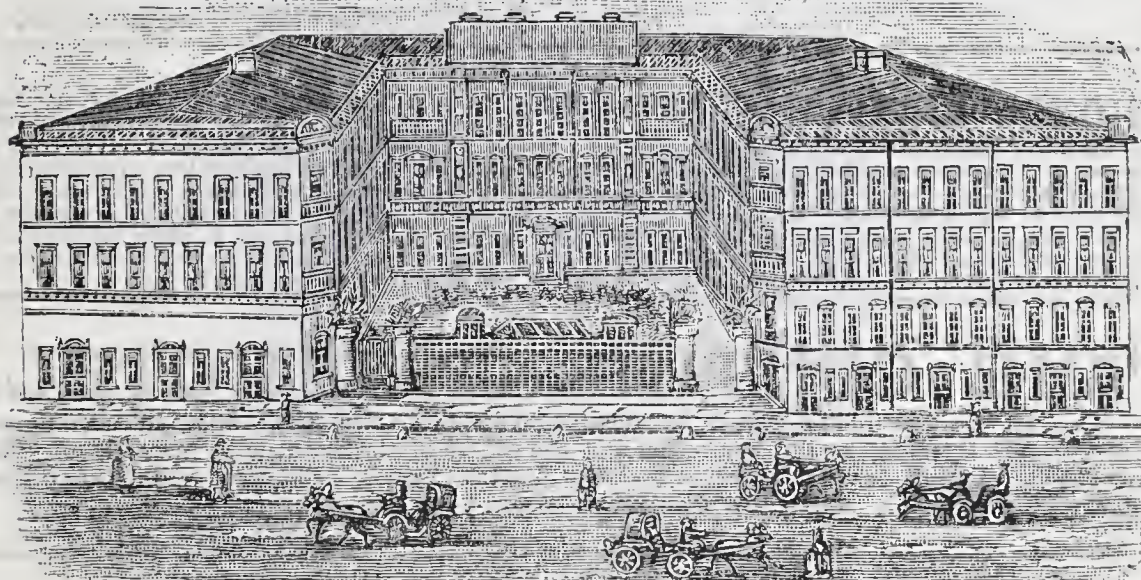
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SUMMER GARDEN.

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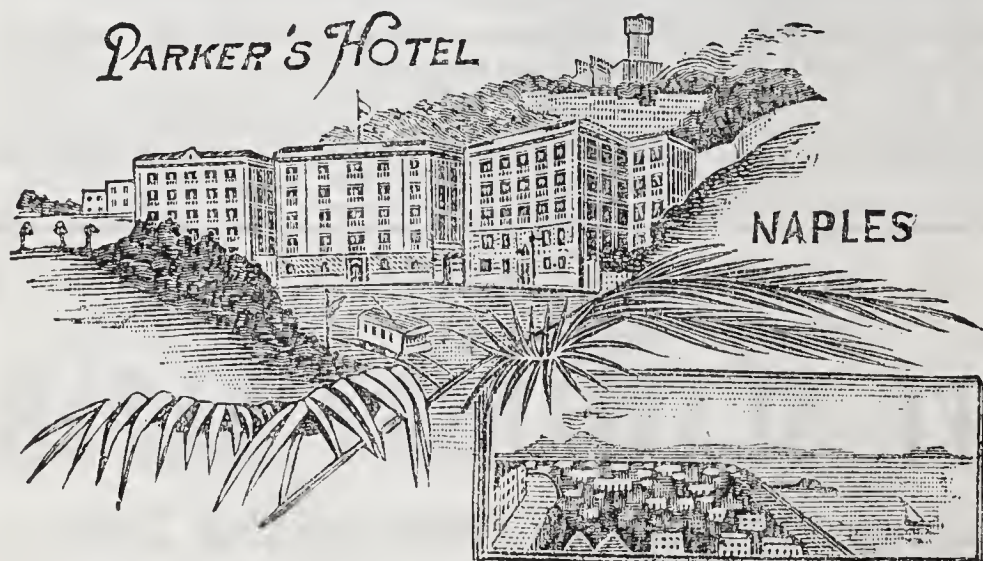
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Sea-  
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Healthiest and most beautiful situation; close to railway stations for San Martino (funicular), and for Pozzuoli and Baïæ; especially convenient for sightseeing. An English House. Recommended to English and American Visitors. Tariff and Electric Light in every room. Lift. Fixed charges, always including Baths in the Rooms, Light and attendance.

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**MODERN HEATING APPARATUS.**

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*First-Class. Centre of the Town.*

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**GRAND HOTEL DE BELLE VUE.**

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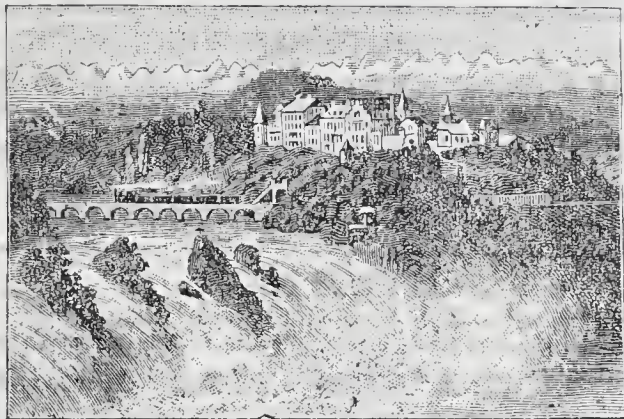
Magnificently situated on the Border of the Lake. Commanding splendid Views of the Panorama of the Alps. Lift. Electric Light in all the Rooms. Garden.

**PENSION PRICES ALL THE YEAR ROUND.** N.B.—Besides the Evening Train (direct) a Day Train is running between Neuchâtel and Paris, and vice versa.

**CENTRAL HEATING THROUGHOUT.**



# NEUHAUSEN, SWITZERLAND. FALLS OF THE RHINE.



VIEW FROM THE HOTEL SCHWEIZERHOF.

*FIRST-CLASS HOTEL, replete with every convenience.*

200 Rooms. Fire Escapes. Hydraulic Lift.

**FINE PARK and GARDENS.**

Lawn Tennis—Carriages—Storage for Bicycles—Dark Room.

*A Charming Summer Resort, noted for its healthy position, bracing air, and most beautiful landscape.*

BY MEANS OF ELECTRICITY AND BENGAL LIGHTS THE FALLS OF  
THE RHINE ARE BRILLIANTLY ILLUMINATED  
EVERY NIGHT DURING THE SEASON.

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of the Schweizerhof.

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FIRST-CLASS FAMILY HOTEL. Delightfully situated on Promenade des Anglais.  
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Light in every room. Tariff moderate. Special rates *en pension* for a long stay.

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## GOLDEN EAGLE HOTEL.

FIRST-CLASS FAMILY HOUSE. Newly rebuilt. 200 Beds. Most central and best  
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Electric Light and central Heating in Corridors and every Room. Lift.  
Omnibus meets all trains. Under the personal management of the Proprietor,

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THIS First-rate and Superior Hotel, situated in the centre of the town, is highly spoken of by English and  
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**GREAT OCEAN HOTEL.**

*(Enlarged and Improved.)*

**FIRST-CLASS & MOST FASHIONABLE HOTEL & RESTAURANT.**

UNRIVALLED FOR THEIR SITUATION. BATH ROOM.

*Facing Sea and Baths. Highly Recommended. Lift. Electric Light.*

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Most fashionable part of the Digue, facing Sea.

**LIGHTED THROUGHOUT BY ELECTRICITY.**

**LIFT, Etc.**

**BOARD from 10s. per day.**

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Near St. Malo (France).—The best Sand Shore on the Coasts of Brittany, surrounded by charming panorama, picturesque sites, and splendid views; sweet and very salubrious climate.

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SITUATED on the very Shore, near the Casino and Bathing Establishment. First-class Hotel, much frequented by the best English Families. Beautiful Dining Room. Restaurant. Saloon. Lawn Tennis. Hot Baths and Telegraph in the House. Very large Garden. Great Comfort and Moderate Charges. Very advantageous conditions in July and September. Omnibus of the Hotel to all trains and steamers.

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**FINEST SITUATION IN THE FRENCH CAPITAL.**

First-rate Restaurant and Table d'Hôte. Reading and Smoking Rooms. Hydraulic Lift. Baths. The Entrance Hall, Staircases, and Corridors are heated. Arrangements for the Winter Season. Telephone. Electric Light throughout.

*In the Paris "Baedeker" the name of the Proprietor, Mr. L. HAUSER, is particularly mentioned.*

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THIS FIRST-CLASS HOTEL, situated on the Place Royale, commands the most splendid view of the whole chain of the Pyrénées, and is adjoining to the English Club. Improved Lift. Bath and Smoking Rooms.

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POITIERS.

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First-Class and recommended to Families and Tourists for its comfort and good management. The most central of the Town, near the Hotel de Ville, Prefecture, Telegraph, Post Office, Museum, Historical Monuments, and Promenades. Speciality of Fowls and truffled Pâtés of all sorts. Carriages for Drives. Railway Omnibus calls at Hotel.

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**HOTEL ERZHERZOG STEPHAN.***First-Class Hotel.*

On the "Wenzelsplatz," nearest to the Railway Stations and the Post and Telegraph Office.

**ELEGANTLY FURNISHED ROOMS AND APARTMENTS.**

Garden. Restaurant. Viennese Coffee-house. Splendid Cooking and good Wines. Baths. Telephone. Carriages. Station of the Tram Cars.

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**IN THE CENTRE OF THE TOWN.****AT THE CORNER OF THE GRABEN.**

*Every Modern Comfort. Telephone. Baths. Carriages.*

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**Baths and Cure Resort of Ragatz-Pfäfers****CANTON ST. CALLEN, 521 METRES ABOVE THE SEA, SWITZERLAND.****HOT SPRINGS, 28° R. = 35° C.***World-Renowned Resort, with the Wonderful GORGE OF PFÄFFERS.*

**Grand Hotel, | Grand Hotel,**  
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Electric Lift, Electric Light, Railway Ticket Office in the Hotel. Large Park and Gardens, Lawn Tennis and other athletic games. Splendid situation. Beautiful View of the Mountains. Comfortable Bathing Establishment in the Hotels. Best stopping place for visitors to and from the Engadine. Newly organised Institute for Swedish Gymnastics (Dr. Zander's Method).

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**Large Kursaal** brilliantly illuminated by Electricity. Concert, Reading, and Billiard Rooms, Café-Restaurant. Terrace with View of the Alps. Concerts three times a day. Dancing during Season.

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**At the Entrance of the celebrated Tamina Gorge, 3 kilometres from Ragatz. Post, Telegraph, and Telephone Offices.**

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**FIRST-CLASS.** Splendid Situation on the Rhine. Every Modern Comfort. Perfect Sanitary Arrangements. Electric Light and Lift. Large Park. Lawn Tennis. Good Shooting. Trout Fishing. Special attention paid to English and American taste. Excursions from Rheinfelden to the Black Forest and to the Rhine Falls in half a day. Railway tickets and luggage booked direct between Rheinfelden and Paris. Season from May to October. **J. V. DIETSCHY, Proprietor.**

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Healthiest Situation in Town, and very Central. Old Reputation for its Comfort and Moderate Charges.

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Best Position, near King's Palace. South Rooms only. Pension. Moderate Charges.

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New Large Dining and Sitting Rooms. London "Times" and "Standard" taken in. Garden. Lift. Omnibus. Pension 6, 7, and 8 shillings per day.

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Moderate Charges. Perfect Sanitary Arrangements.

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THIS Hotel is conveniently, healthily, and quietly situated in the centre of the City, between the Corso and the Piazza di Spagna, in the most aristocratic quarter of Rome. It offers every possible advantage, and Visitors may rely upon every English comfort. *Charges Moderate. Special Arrangements for a Long Term.* Open the whole year. Most frequented by English. Particular attention is paid to the Cooking and Service. Lift. Electric Light in all the Rooms. Latest English Sanitary Arrangements. Entirely refurnished.

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On the Quay. Commanding the most beautiful view of the Seine. The Hotel has been entirely reconstructed and refurnished. Electric Lift, Telephone. Only Hotel in Rouen with a Lift. Moderate Terms. Table d'hôte and Restaurant à la Carte.

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FIRST-CLASS HOTEL situated on the Quay. The most beautiful situation in the Town. Close to the Post and Telegraph Offices, and the Landing Stages of the Havre Steamers. This Hotel has been newly furnished, and now offers equally as comfortable accommodation as the Largest Hotels, but with more moderate terms. Telephone 556. Electric Light. English and German Spoken. Member of the Touring Club. Dark Room for Photographers

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Situated in the centre of the Town, and midst the principal monuments. 114 Rooms, all lighted by electricity, from 2 Francs. 2 Bath Rooms. Garden. Good Table d'Hôte. Dejeuner 1,50 fr., Dejeuner à la fourchette 2 50 fr., Dinner 3 fr. Restaurant à la carte. Telephone. English spoken. A guide to Rouen and environs presented to every visitor.

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Chalybeate and Electric Light Baths, Steam-boxes, Rooms for Medicinal Inhalations and Brine Spray, Water Applications and Massage, etc.

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**OPEN FROM JUNE 1st TILL OCTOBER.**

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The Leading First-Class Hotel in Scheveningen.

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**200 ROOMS AND SALONS. 300 BEDS. BATHS.**

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*English Divine Service in the Chapel opposite the Kurhaus.*

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LAKE OF LUCERNE.

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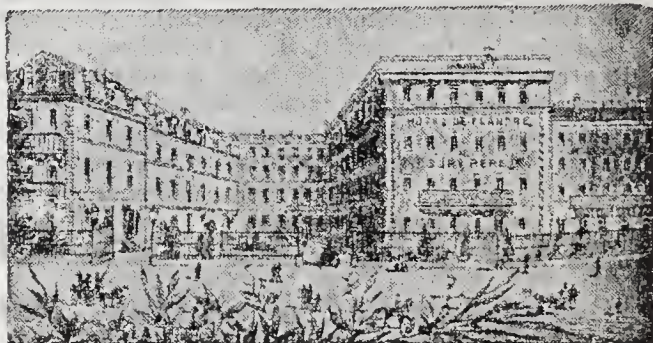
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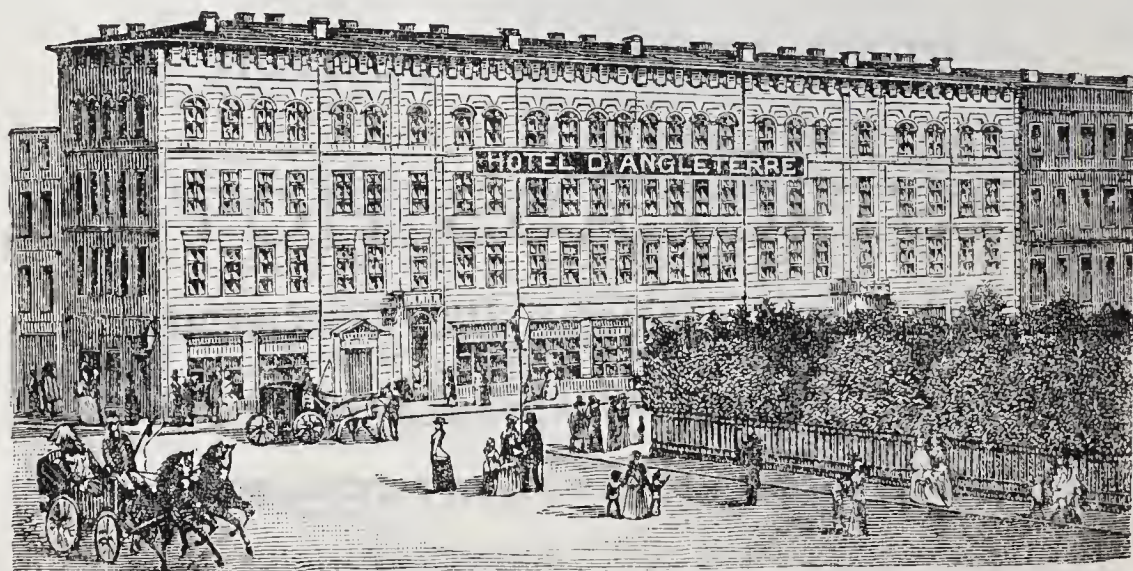
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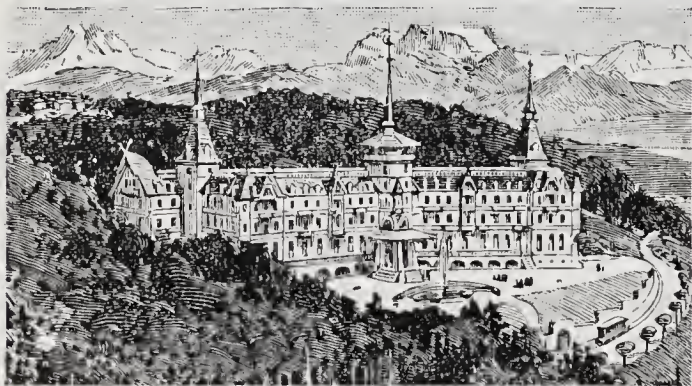
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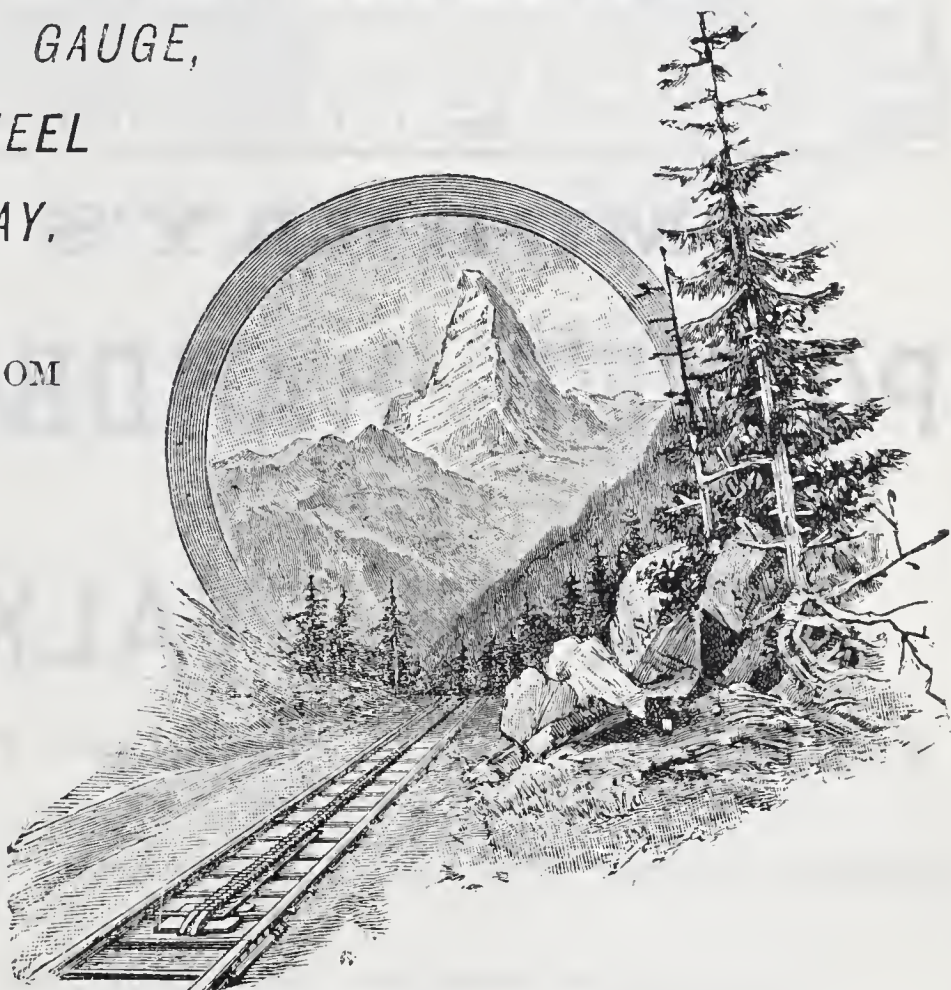
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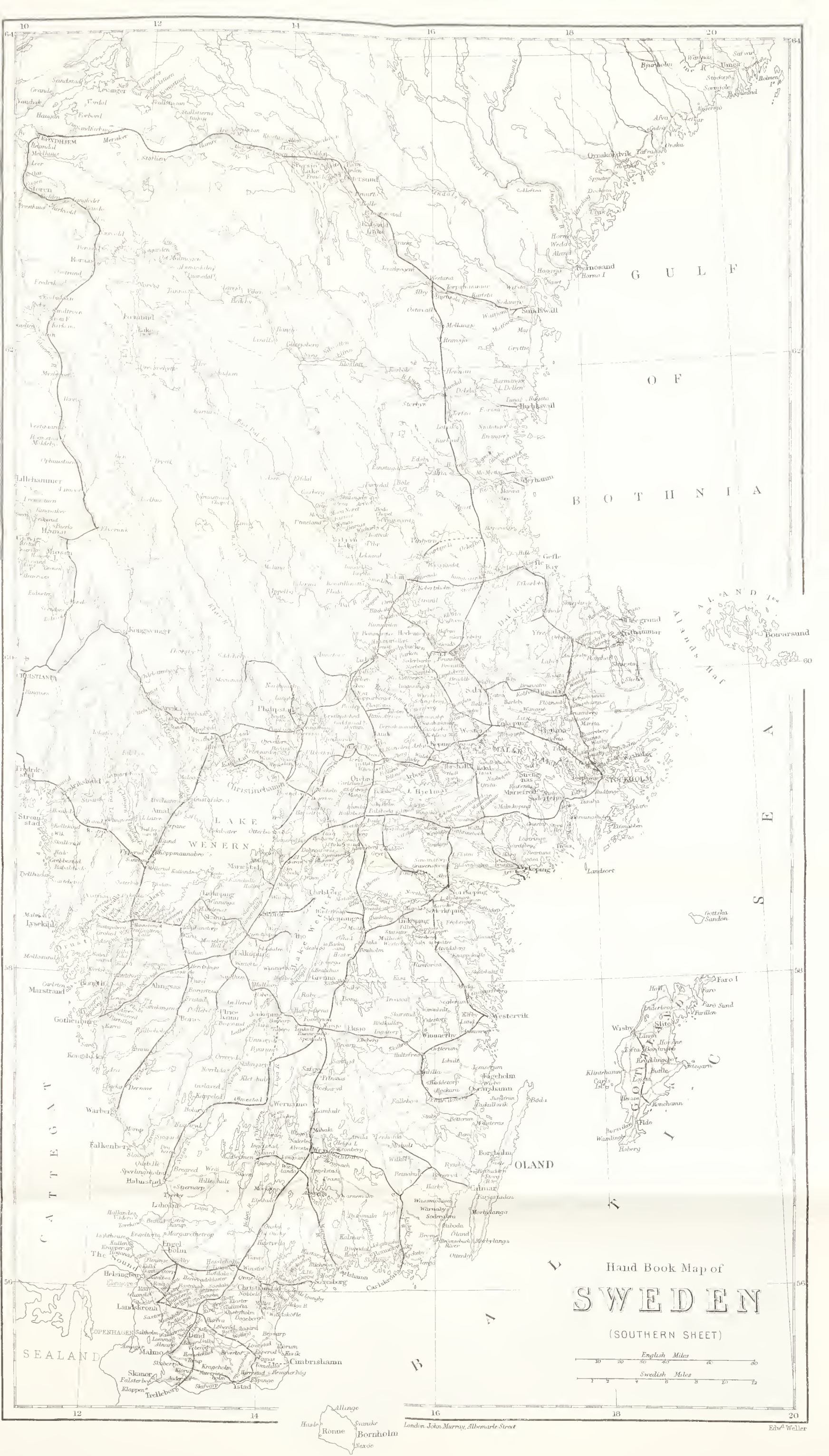
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